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THE RACECOURSE DISASTER.

THE CORONER'S SUMMING UP.

THE JURY'S VERDICT.

CRITICISMS AND RECOMMENDATIONS.

THE DIRECTOR OF PUBLIC WORKS AND THE CAPTAIN,
SUPERINTENDENT OF POLICE.

The enquiry into the cause of the racecourse disaster was concluded at the Magistracy yesterday, when all the solicitors representing the various interests attended to hear the Coroner's summing up.

The Coroner, addressing the jury, said:—Well, gentlemen, I am sorry to say I have not been able to draw up any clear and concise statement of the facts which I can hand down to you for you to take away when you go to deliberate on this evidence. I have considered this evidence very carefully and at some length, and I am entirely unable to drill or organise the facts into any real connected story or into any theory which fits all the evidence in the record. We are now reaching the final stage of this enquiry—an enquiry into the most tragic and appalling disaster perhaps in the history of this Colony, attended by an enormous loss of life and leaving a record of sorrow in the family circle possibly of every nationality represented in the community. Before I mention the facts to be considered I wish, on my own account, and on behalf of all concerned in the progress of this enquiry, to express here our very deep sympathy with all who have suffered in the disaster; and, at the outset, I wish to remark upon the very great obligation under which this enquiry has been placed by the Crown Solicitor and by Mr. Bowley, who have assisted in the investigation, and to the witnesses who, many of them at great inconvenience, have placed their information about the occurrence and their professional experience at our disposal. And I wish to thank, also, one or two residents who have been good enough to send me photographs, which have been very useful, and to say that a great amount of work in this matter has been done by the Hongkong Police Force. It is an unfortunate feature of this enquiry that many of those who could have given us, perhaps, the best information of what exactly happened on the occasion perished in the disaster, and for that reason some points will remain uncertain even after we have considered all the evidence. But I am very hopeful that no source of evidence in existence in the Colony has been kept back from us which would have added substantially to the accuracy and completeness of the material on which you will form your judgment.

THE WORK OF RESCUE.

There is, however, one subject on which this enquiry has been altogether incomplete, and that is the very strenuous and plucky endeavours made by a large number of spectators to save the lives of persons in the fallen sheds. It is a relief to know that these attempts were persisted in to the last possible moment, and had a very large measure of success. There was also a gathering of capable assistants a short distance from the sheds to help to deal with the needs of the people who were brought out. That we have not fully gone into these and other similar details must not be attributed to any lack either of our own or public appreciation. Another matter occurs to me before I proceed to the chief issues raised by the evidence. It was, I think, inevitable that some persons should feel disappointed, and possibly aggrieved, that they were not allowed access to the sheds during the fire so that they might themselves render assistance to their relatives and friends who they supposed to be there. On this subject we have before us the statement made by Colonel Ward himself. Colonel Ward was placed in control of the situation after the outbreak of fire. He accepted responsibility for the course followed. A cordon was placed around the locality of the fire as soon as possible. Colonel Ward admitted through the coroner's summing up that as he thought could usefully take part in the work of rescue. Seven or eight minutes after the fire began he gave the order that no one else should be admitted through the cordon. On looking back, Colonel Ward's opinion is that he may have erred in admitting too many persons rather than too few. He is satisfied that no more rescuers would have been useful. I feel sure that Colonel Ward's statement will satisfy those who were more especially concerned.

THE GAMBLING.

Still dealing with subjects which are preliminary to the main enquiry, you will no doubt notice that a large body of evidence has been elicited which shows that these sheds were in fact used as common gaming houses, contrary to the provisions of the Gambling Ordinance, and this openly and with the knowledge of the authorities. Mr. Butler, the Government Auctioneer, at the auction of sites, read out the condition of letting, which reads: "The prohibition against gambling remains in force." Persons are informed that the prohibition against gambling remains in force. I cannot pretend to know that the condition had always been and was intended to be a dead letter. Whatever consequences may follow from this enquiry I hope that one of them will involve banish-

ment of this condition from our public records; that is, that it is not to be enforced. I am not really now concerned to urge that this or that form of gambling should be stopped, but I am concerned to urge that where permission is given for forms of gambling at present prohibited by law such permission should be made legal. Magistrates and others who are responsible for the enforcement of the law would find their minds considerably relieved in this and other matters if legislation would keep pace with authorised practice. The same point has arisen really in the evidence given at this enquiry by the Director of Public Works with reference to certain provisions of the Building Ordinance which he has found unworkable, and certain portions of which in certain cases he has, no doubt with good reason, himself suspended.

THE EVIDENCE.

Now we come to the main subject of this enquiry, namely the cause of the collapse and the circumstances which led up to it. I wish I could hold out any hope that it is all plain sailing. There is a large quantity of evidence, and, with possibly the exception of one witness, on whom I shall comment later and in the proper time and place, it all seems to me to have been honestly given. But so far as the facts of the occurrence are concerned it is almost entirely a matter of impressions received in a brief period of great excitement, so, for that reason, I cannot expect the details of it to dovetail exactly into one another. Gaps in our information remain, and must remain, and the more I consider the evidence the more likely it seems to me you will draw only a few definite conclusions of fact, though you may be able to state that the balance of evidence given is in favour of a number of other possibilities. You yourselves are familiar with the evidence—a record of each day's evidence has been copied daily and you have been furnished with a copy as the enquiry proceeded. I do not, therefore, propose to go through the evidence in detail on every point, though I will try to separate for you the evidence on any particular point you may wish, if in the course of my statement you express a desire that it be done.

JURY'S LEGAL DUTY.

The evidence has covered a wide field, and your legal duty as a Coroner's jury is to record the cause of death of the subject of this enquiry and state your decision whether such death was directly, and immediately due to the criminal negligence of any person. There, strictly, your duties as jurymen on a Coroner's jury end. Whatever is more than this is voluntary on your part. But, as you know, in the present enquiry the Colony is hoping that you will see your way to state what you find to be the facts of this sad occurrence and that you will record, so far as they can be ascertained, the causes leading to it. In addition to assessing the responsibility for criminal negligence in the matter, if there is any, you may take upon yourselves the task of criticising at large the action of all persons, official and unofficial, whose conduct comes under review, as well as offering suggestions. I am glad that Mr. Lo, who is representing a number of bereaved families, was instructed to assure us that his presence had no such object as to endeavour to fix negligence on someone where no such negligence could properly be found. In his address to you Mr. Bowley asked that you should avoid usurping the functions of a Civil Court by giving a decision as to the liability of the parties which may possibly arise out of possible negligent acts forming the subject matter of this enquiry. I agree with him, but at the same time I should advise you to announce freely any conclusion of fact which, after weighing all the evidence, you may have come to without considering the civil consequences arising out of the facts in other possible proceedings. Regarding the acts of public officers and possible suggestions for the future, I will not deal with them at the present moment, but will ask you to follow me on the main occurrences of the calamity.

QUESTIONS TO BE ANSWERED.
I am hoping you will adopt my view that the most useful way in which you and I can approach the subject is for myself to propound to you a series of questions which it seems to me it is desirable that you should answer. I will hand you down a copy of these questions, and a part of your findings should consist of answers to these questions. These questions have been drawn up by me during the last two days, but I do not wish to suggest that they are the only questions you might be called upon to answer. Some of these questions are essential questions that is, they are questions which must be put to you in order to obtain your view of the liability of certain persons to a charge of negligence under criminal law. Others are merely incidental.

The Coroner then put the 23 questions which will be found in the jury's findings, and proceeded to deal with the evidence for the jury's direction.

CUTTING THE LASHINGS.

Regarding the question as to whether the collapse was caused by deliberate cutting of the lashings, the Coroner said this had been one of the most interesting parts of the enquiry, and he thought, from the point of view of the public in the Colony, not the least important. The rumour got about and certain statements relating to it appeared in both the English and Chinese Press, and they had endeavoured in the enquiry to hunt down the source of this rumour and to see whether they could find any foundation in fact for it. The Coroner, after advising the jury that they should receive with caution the evidence of the Chinese who stated that he saw men running away from the basement of No. 12 shed (the witness mentioned earlier) said he very much hoped that after considering all the evidence on this particular subject the jury would be able to come to a definite decision that the rumour regarding the cutting of the lashings was entirely without foundation, and that no one need take any further notice of it.

THE INSPECTION BY MR. SARA.

With respect to the question as to the part played by Inspector Sara, the Coroner said: You have had the Inspector in the witness-box twice, and it is to be noted that he made a particular inspection of the mounds after the earthquake, and that he inspected them finally before the race, and that he said he had paid particular notice to the strutting and cross bracing. It has been suggested that he might be criticised because he undertook a job which was perhaps beyond his capacities without making a protest to his superior officers, but I think he was acting in accordance with the traditions of Government service in doing his best to obey orders, even although he had no previous experience, and his training may not have fitted him for taking responsibilities. Mr. Chatham, also, stated that it was certainly an extenuating circumstance in this case that he was not provided with plans or anything to go on. If you are not able to answer the question in Mr. Sara's favour, then I think the only logical thing for you to do is to find that his breach of duty was an approximate and conditional cause of death. The neglect to control the sheds or the omission of furnishing fire precautions, however serious the results, are, I think, more distant and not immediate causes leading to death.

THE VERDICT.

The Coroner continued: The last question is—What is your verdict? Your verdict will consist in finding the medical cause of death, given by Dr. Macfarlane as suffocation, and clearly the suffocation was due either to the collapse of those sheds or to the outbreak of fire or to both. I do not think the argument raised by Mr. Bowley that the contractor would be liberated from all responsibility of criminal negligence if it were shown that suffocation was due, certainly or possibly, to fire is a sound one. If the contractor, or Building Inspector, failed substantially in exercising due diligence, care and skill in their respective offices then they are guilty of criminal negligence, but they are not so if, while exercising those things, they are betrayed into an error of judgment by certain facts unknown to them. Also, I do not think that the lessors can be regarded as guilty of criminal negligence unless you can show that by admitting crowds to their sheds they were entirely reckless of the consequences.

GOVERNMENT DEPARTMENTS.

So much, gentlemen, for the facts of the occurrence. Now we come to the section of the enquiry referring to the conduct of the different officers. I am not going to put any questions on these points, because I think it is desirable that any language adopted or criticism made should be your language and not mine; but I am going to note in succession a few points on which I think criticism has been focussed by the evidence of this enquiry.

THE DIRECTOR OF PUBLIC WORKS.

First dealing with the Director of Public Works in his position as Building Authority, the first point I think you will be asked to give an opinion upon is whether an inspection of these buildings by the Building Overseer, whether during construction or after construction, was sufficient precaution for public safety by the Building Authority. Or whether, in your opinion, it would have been reasonable for the Building Authority to insist on inspection by a qualified engineer. We know that the sheds in other years have frequently been inspected by a qualified engineer of the Department. Mr. Perkins gave evidence to that effect. Mr. Wright himself has also inspected in previous years, but there has been no system by which it was departmentally arranged that this should be done, and it was not done this year. The question has been put to a number of professional witnesses, and I think I am right in saying that without exception they have returned the answer that the Building Inspector's inspection ought to be sufficient for this purpose. It is for you to form your own opinion. Another point is that this building was to be occupied by five thousand people and that it was a building which was being erected with materials which were strange to engineers qualified on the European system and that it was being erected entirely without plans and calculations. I don't know whether you wish to express any opinion on the point, but I think one of the things you are really asked to do is to express an opinion as to whether the Building Authority acted with reasonable care in entrusting the inspection of these sheds to a Building Overseer.

QUESTION OF TESTS.

The next point on which criticism is focussed is the question whether the Building Authority should have applied tests to this structure before passing it as fit for the accommodation of an unlimited number of people. Mr. Wright expressed the view that a deadweight test was possible. That is the only test that has been suggested, and it would have caused an immense amount of trouble to carry through. Then there is

Professor Middleton Smith's evidence that such a test, whatever its value, is really only a test of what he called the primary stresses, and not the secondary stresses. We have the opinion of Mr. Dyer that if he had charge of the work it would not have given him any satisfaction to have conducted these tests.

THE CONDITIONS OF LETTING.

The next point on which you are asked to criticise is the conditions of letting adopted by the Director of Public Works for the purposes of these sheds in his capacity of officer having control of Crown land. Mr. Chatham in the witness-box, on his own behalf quite candidly admitted that his Department was at fault, and I think what he had in mind at that time was the fact that these conditions of letting were obviously inadequate and out of date. There were no requirements as to gangways, exits, fire precautions, limit of accommodation, numbers of floors or height or standard of construction. No one will dispute that the conditions of letting will have to be revised, and substantially revised.

BUILDING ORDINANCE.

The next point is the evidence given with regard to the section of the Building Ordinance under which the law provides that plans should be submitted of all buildings to be erected for approval before the building is proceeded with. We know that the Building Authority has misread the Ordinance for a number of years past, their practice being based on the assumption that matches were separately provided for under the Ordinance and did not come under this section. Whether you will criticise on that account I do not know, but the more important point is, even supposing that that action was right, whether the Building Authority was acting rightly and reasonably and with due care in omitting to get plans of some kind from the contractor and omitting criticism of such plans before construction commenced. Of course, after this enquiry the Government must necessarily be at the parting of the ways. They must decide whether they will enforce the law as it stands or whether they will amend this section so as to exclude matches. I think if you are making any recommendations the Government will probably be pleased if you will include a recommendation on that point.

ABSENCE OF REGULATIONS.

The next point with reference to the Building Authority is the absence of general regulations, or, rather, the absence of any regulations containing a standard of construction. I think that you will probably recommend that the present regulations should be amended to include certain standards of construction. You may not be prepared to state what they are, but it is clearly right that there should be some. There have been no such regulations up to date. It has been suggested that the responsibility for the absence of such regulations rests on the Director of Public Works, but I agree with the remark, Mr. Chatham made, that the witness-box that the final responsibility rests with the executive government at large.

MATERIALS IN THE FUTURE.

There are two other points that you may wish to consider in your recommendations, whether you will recommend a restriction in the use of matches, and, if so, what restriction you will recommend. I am not prepared to advise you on those points and leave it entirely to you, but I think there is a certain danger in cases of this kind. Matches have proved a most useful form of structure and I personally should not like to see them disappear.

RESEARCH WORK FOR THE HONGKONG UNIVERSITY.

A further recommendation which I would suggest to you is that in view of the evidence given by various professional men here that they were unable to get data to form any opinion or calculation as to the stability of these sheds, it is high time that some steps were taken to provide such data. One of the lessons to the Colony resulting from this enquiry is that steps should be taken at once to arrange for tests to be made, and a course of research followed to arrive at certain data as to this material, which is widely used in Southern China. The staff of the Hongkong University are perfectly competent, and I have no doubt willing, to undertake this course of research. I understand it will take them six to nine months to do it, and it seems to me a good use for public money, so that on future occasions when these matches come up we can refer to tests and say: Did you build these sheds according to the data before you?

CAPTAIN SUPERINTENDENT OF POLICE.

With regard to the absence of fire precautions and the failure to make any provision by the C.S.P. as Superintendent of the Fire Brigade in this matter, and indeed in all the other matters, we are criticising after the event. Mr. Messer in the witness-box has been as candid as Mr. Chatham in admitting a certain measure of fault. He noticed on Monday that the sheds were traps in the event of fire, and it is a matter of regret that he did not notice this earlier. If one hose had been laid on and half a dozen buckets of water placed outside each shed it is quite possible that the story of this disaster might have been less calamitous. Evidence has been called to show that no fire appliances arriving after the fire had got a hold would have had any effect in extinguishing or delaying the fire, and that seems to be so. But whether that is so or not it would have been very satisfactory now to all concerned to have put the matter to the test of experience. Any delay, however short, might have allowed time to save additional lives. Mr. Messer says that had he considered the matter in advance his consideration would probably have resulted in a revision of the constructional plans of the sheds. What I think is especially to be regretted is not so much that a small quantity of water was not immediately available for the fire, but that the matter of fire precautions was never tackled at all.

Both the Building Authority and the Captain Superintendent of Police share their responsibility, so far as it can be shared, with their predecessors in office. While on the administration of the Fire Brigade it does seem to me worthy of notice that the officers of the Brigade, having at their disposal a three-inch main capable of serving one hose only, should have been so unfamiliar with the matter as to attach two hoses to it, and so render both hoses ineffective.

WATER AUTHORITY.

Finally, we come to the Water Authority. We know that if the Water Authority had closed the sluice valves the pressure would have been greater, although the increase would have been extremely small. As to whether the Water Authority should have put in a larger main it is difficult to form an opinion on the data provided. I think you might content yourselves with noting that at the present time a three-inch main is wholly inadequate for the needs of the neighbourhood.

CALAMITY PREVENTIBLE BY FORESIGHT.

The conclusion of the whole matter then is this. You may or may not find a verdict of criminal negligence against any person concerned, but whether you do or not it would appear that this calamity was one which could most probably have been prevented by the exercise of foresight, and foresight which one might reasonably have expected before the event and which one certainly found easy to expect after the event. The Coroner concluded by suggesting that one outcome of the recommendations of the jury might be for the Captain Superintendent of Police to control the arrangements for any contemplated assembly of people in public places. Mr. Lo, before the jury retired, asked two questions which will be found below. The jury retired at 4.30 p.m. to consider their verdict.

THE JURY'S FINDING.

The jury returned at 6 o'clock, when the foreman read out the answers to the questions which had been put to them. They were as follows:—
Was the collapse of the matcheds caused by fire?—No.

Was it caused by deliberate cutting of lashings?—No.
If the answers to these questions are in the negative, then was it caused by a failure of the structure to meet demands made upon it by legitimate use?—Yes.

If so was the failure due to the use of unserviceable material by the matched contractor, Kwok Kun?—No.
If the material was serviceable then was the failure due to some imperfection in the design of the sheds having regard to the purpose for which they were intended?—It might have been due to some imperfection in design; it also might have been due to some unsuspected fault or latent defect in the material used.

Can you indicate any feature in the design which was primarily fatal to the safety of the sheds?—No.

Can you point out any feature or group of features in the design which was apparently a point of weakness?—The absence of struts at the rear of the sheds 9 to 15 inclusive. The lack of any general system of cross-bracing in the front and rear walls of the sheds.

Can you point out any features which aggravated the tendency to collapse once the collapse had begun?—The want of continuity in the levels of the roofs and floors, also the position of the great majority of the staircases.

Do you consider that the omission to insert the main upright poles in the ground was an error in construction?—No.

Was the strain under which the structure failed the presence either throughout the sheds or in any part of them of a large crowd of people?—Yes.

Was the normal strain increased by panic before the failure?—There is no direct evidence that it was.

Was the strain such that it could have been reasonably foreseen and provided for at the time when the sheds were constructed?—There is no evidence that the sheds were subjected to undue strain.

In the erection of the sheds did the matched contractor exercise reasonable care and skill?—Yes.

In instructing the contractor to erect these sheds and in inviting the public to enter these sheds without limit of number did each lessee exercise such care as a prudent man would ordinarily use in his affairs?—Yes.

In inspecting these sheds did the Building Inspector use due diligence and exercise the degree of skill which he possessed?—Yes.

At what point in the row of sheds did the failure first become apparent?—At some point between sheds 8 to 15 inclusive, but we are unable to decide the exact point.

At what point did the outbreak of fire originate?—At some point between sheds 8 to 10 inclusive.

And from what cause?—The inflammable matting coming in contact with the burning charcoal from some cooking chatty.

In what sheds or portions of sheds were cooking arrangements in use?—In the basement of No. 6 and on the ground floors of Nos. 7, 8, 10, 14, 15, 17 to 19, and 22. With reference to No. 18 occupants state that no cooking was going on at the time of the collapse. With reference to the basement of No. 18 there were cooking arrangements according to the contractor, but this is denied by one of the lessees.

In what sheds were fire precautions adopted?—Nos. 4, 5, 6 and 8. Was cooking with charcoal in Chinese chatters in these sheds an imprudent act?—Yes.

If so was it so imprudent as to be grossly negligent?—No. Did any act or any omission of duty on the part of any public officer constitute approximate and efficient cause of the death under consideration?—No.

What is your verdict?—Death due to suffocation, the result either of the collapse of the fire or both. We do not attribute criminal negligence to anyone in connection with this death.

With regard to Mr. Lo's supplementary questions, was it practicable, having regard to the purpose for which they were intended, to have had the sheds erected separately?—Yes.

If so would this form of construction offer greater security to the public with regard to fire or collapse?—Yes.

The foreman also said:—We desire to put on record the fact that the Hongkong Jockey Club had neither responsibility nor interest in the sheds—except as lessees of Nos. 1 to 3—and that the Royal Hong Kong Golf Club were in no way concerned with the regulations nor in the conditions governing the construction or use of the sheds.

GOVERNMENT DEPARTMENTS.

With regard to the two Government Departments whose actions have so largely come within the scope of this enquiry, we wish to place on record the conclusions we have come to respecting same.

PUBLIC WORKS DEPARTMENT.

We regret that the Director of Public Works has not in previous years laid down definite standards of construction for these race stand matcheds. Admitting that the lack of reliable data as to the strength of the material customarily used in matched construction makes the efficient checking of plans difficult, this is hardly a valid reason for dispensing with all criticism of contractors' drawings, neither is the fact that no such check on the methods of construction as has been exercised in former years sufficient to exonerate the Director of Public Works from the charge of failing to carry out his duties as laid down by the Hong Kong Ordinances. We are of the opinion that the race stand matcheds during construction and on completion should have been inspected by a qualified engineer. Not having the history of the development of the Water System of the Colony before us, we suspend judgment on the question whether the administration of the Water Authority has been negligent in not making provision for a better supply of water in the neighbourhood of the Happy Valley. It must be borne in mind, however, that his attention was drawn some years ago by the Police Department to the fact that the supply was insufficient for fire purposes. We are of the opinion that the present water supply is inadequate.

POLICE DEPARTMENT.

We consider that the Captain Superintendent of Police erred in not taking on his own initiative obvious necessary precautions for the safety of the public, and the fact that he was officially notified by the Public Works Department with regard to these sheds does not exonerate him.

While it is an open question whether the great loss of life could have been prevented, or even curtailed, had an ample water supply, the necessary fire appliances, and the assistance of experienced firemen been immediately available, still that does not excuse the failure of the Captain Superintendent of Police to foresee and provide against such a contingency as an outbreak of fire in the matched race stands.

We would add, in conclusion, that there appears to have been a regrettable lack of co-operation, and co-operation between the Police and Public Works Department with regard to arrangements which immediately concern both Departments.

RECOMMENDATIONS.

That in view of the danger from fire the practice of permitting the use of temporary race stands constructed of such inflammable materials as matting and bamboo be discontinued.

The accommodation required, in addition to that provided within the Hongkong Jockey Club enclosure, should take the form of suitable permanent buildings in which all inflammable material is eliminated as far as possible.

If, owing to local conditions, it is not found possible to act on the recommendations contained in the two preceding paragraphs, the continuance of the employment of matcheds as race stands is found to be absolutely necessary, then special precautions should be taken to ensure the safety of the public using the sheds.

The framing of the necessary regulations to render a repetition of the recent awful disaster impossible must rest with the Government, but we would like to draw special attention to the following obvious safeguards:

Necessity of leaving sufficient intervals between each shed to prevent, or at any rate retard, the spread of fire.

Confining the structures to one floor only and limiting the height from the ground at which that floor may be built.

Prevention of overcrowding.

Provision of sufficient exits.

Total prohibition of the use of oil lamps, naked lights and fires for cooking.

Attendance at the racecourse of firemen on duty with fire appliances ready for instant use.

Provision of a sufficient water supply to cope successfully and immediately with any outbreak of fire.

Further the duties of the several Government Departments concerned should be clearly defined, especially with regard to the planning of the sheds.

The passing of the structures as conforming with all Government requirements.

Inspection of same while in use.

Steps to be taken to ensure the provision of an adequate water supply.

Enforcement of all regulations laid down for the guidance and control, in particular, of the public using or the lessees of matched race stands, and in general of any contemplated assembly of people in a public place.

That the Government should initiate enquiry with the object of demonstrating and recording the physical properties of the materials used in matched construction.

The Coroner: Then, gentlemen, I thank you for the care and attention which you have given in this very long enquiry, and I think I am doing right in tendering to you the thanks of the Colony for the work which you have done. I shall take the earliest opportunity of forwarding a copy of the finding in full to the Government, and also I shall have pleasure in submitting a request to the Chief Justice to grant you a long period of exemption from service on the jury. The enquiry stands closed.

HONGKONG DEFENCE CORPS.

ADMINISTRATIVE ORDERS BY MAJOR H. A. MORGAN, ADMINISTRATIVE COMMANDANT.

STRENGTH.

No. 962 Sapper E. W. Gardner was enrolled on 2nd April, 1918, and posted to Engineer Company.

No. 963 Sapper R. V. Cameron was enrolled on 9th April, 1918, and posted to Engineer Company.

No. 964 Private P. H. Weston was enrolled on 8th April, 1918, and posted to Machine-gun Company.

No. 965 Private W. A. Webb was enrolled on 10th April, 1918, and posted to "B" Company.

No. 865 Corp. A. Larneden, "D" Co., is permitted to resign on leaving the Colony, to date from day of departure.

No. 867 Pte. T. K. Dealy, "D" Co., is permitted to resign on leaving the Colony, to date from day of departure.

No. 861 Pte. W. E. Clarke, "D" Co., is permitted to resign, dated 10th April, 1918.

No. 204 Sapper H. A. Moosden, Eng. Co., not having been seen since, it is concluded, with deep regret, that he lost his life in the disaster at Happy Valley on 26th Feb. 1918.

LEAVE.

Corpl. A. Nicol, "B" Co., is granted 9 weeks' leave from 23rd April, 1918.

L/Cpl. H. Hamer, Eng. Co., is granted 7 months' leave from 30th April, 1918.

Pte. W. Davison, "B" Co., is granted 8 months' leave from 1st May, 1918.

Pte. E. H. Sharp, "D" Co., is granted 6 months' leave from 9th April, 1918.

Pte. N. S. Brown, "B" Co., is granted 6 weeks' leave from 10th April, 1918.

Pte. J. R. Greaves, "B" Co., is granted 6 months' extension of leave from 14th March, 1918.

Pte. B. F. Mattingly, Sig. Section, is granted 30 days' leave from 9th April, 1918.

Spr. M. Houghton, Eng. Co., is granted 12 months' leave from 9th April, 1918.

Pte. H. E. Muriel, "A" Co., is granted one year's leave from day of departure.

Gnr. F. M. H. Holman, Art. Co., is granted 3 months' leave from 1st June, 1918.

Pte. E. Y. D. Parr, "D" Co., is granted 6 months' leave from 9th May, 1918.

TRANSFER.

No. 437 Pte. F. J. de Rome, "A" Co., is transferred to the Artillery Co., dated 9th April, 1918.

No. 643 Pte. S. R. Jones, "B" Co., is transferred to the Artillery Co., dated 11th April, 1918.

No. 658 Pte. J. Walker, "B" Co., is transferred to "D" Co., dated 10th April, 1918.

CARE OF ARMS.

At the weekly parade of Infantry Companies the bore of rifles must be free from oil.

LECTURE.

At Headquarters on Friday, 19th April, at 6 p.m. Subject, Field Service Regulations.

ORDERS FOR ARTILLERY COMPANY BY CAPTAIN J. H. W. ARMSTRONG, V.D.

PARADES AT BELCHERS BATTERY.

Sunday, 14th inst.:—
9 a.m. Right Half Company, D.R.F. Class. Examination by I.G.

Tuesday, 16th inst.:—
7.30 a.m. Right Half Co. Full drill.
5.15 p.m. Left Half Co. Full drill.

Friday, 19th inst.:—
7.30 a.m. Right Half Co. Layers' and Setters' class only.

ORDERS FOR ENGINEER COMPANY BY CAPTAIN W. RUSSELL.

12th to 19th inst.:—
E. L. Manning Nightly—Parades as per rosters posted at Headquarters.

Engine drivers at 6.15 p.m., Electricians at 6.30 p.m.

Officers next for duty: Belchers, 2nd-Lieut. Mathewman; Lyceum, 2nd-Lieut. Templeton; Stonecutters, Lieut. Stevenson.

Instructions for N.O.O.s and men of Infantry Battalion attached for duty:—Class 1 at Belchers at 6.30 p.m. on Mondays and Thursdays.

Class 2 at Belchers at 8.30 p.m. on Tuesdays and Fridays, Class 3 at Lyceum at 6.30 p.m. on Tuesdays and Fridays, and Staff Sergeants, Owendene, and 2nd-Corpl. Norris.

H.K.D.C. at Belchers, and Staff Sergeants Barclay and White, R.E., Sergeants Williams, H.K.D.C., at Lyceum.

ORDERS FOR INFANTRY BATTALION BY MAJOR H. A. MORGAN.

PARADES AT "A" COMPANY.

Tuesday, 16th inst.:—
12.15 p.m. Nos. 1, 2, 3 and 4 Platoons on Polo Ground, Hongkong residents will parade at the Cricket Club at 5.10 p.m. and proceed by tram to Causeway Bay Company drill.

Dress: Drill order.

"A" COMPANY.

Tuesday, 16th inst.:—
5.30 p.m. Nos. 5, 6, 7 and 8 Platoons on Polo Ground, Hongkong residents will parade at Cricket Club at 6.10 p.m. and proceed by tram to Causeway Bay Company drill.

Dress: Drill order.

"B" COMPANY.

Tuesday, 16th inst.:—
5.30 p.m. Drill at Kowloon Dock, Nos. 1 and 2 Guns only. Hongkong residents proceed by launch from Queen's Statue Pier at 4.30 p.m.

Tuesday, 16th inst.:—
7.10 a.m. No. 3 Gun at Headquarters.

Wednesday, 17th inst.:—
6.10 p.m. Drill at Headquarters, Nos. 4 and 5 Guns only.

Thursday, 18th inst.:—
6.10 p.m. Drill at Headquarters. The following men only need attend: Pte. Field, Irvine, Latham, A. C. D. Logan, G. H. Logan, McBurn, Piggott, and Stapleton.

"MACHINE-GUN COMPANY."

Monday, 15th inst.:—
5.10 p.m. Drill at Kowloon Dock, Nos. 1 and 2 Guns only. Hongkong residents proceed by launch from Queen's Statue Pier at 4.30 p.m.

Tuesday, 16th inst.:—
7.10 a.m. No. 3 Gun at Headquarters.

Wednesday, 17th inst.:—
6.10 p.m. Drill at Headquarters, Nos. 4 and 5 Guns only.

Thursday, 18th inst.:—
6.10 p.m. Drill at Headquarters. The following men only need attend: Pte. Field, Irvine, Latham, A. C. D. Logan, G. H. Logan, McBurn, Piggott, and Stapleton.

"MACHINE-GUN COMPANY."

Monday, 15th inst.:—
5.10 p.m. Drill at Kowloon Dock, Nos. 1 and 2 Guns only. Hongkong residents proceed by launch from Queen's Statue Pier at 4.30 p.m.

Tuesday, 16th inst.:—
7.10 a.m. No. 3 Gun at Headquarters.

Wednesday, 17th inst.:—
6.10 p.m. Drill at Headquarters, Nos. 4 and 5 Guns only.

Thursday, 18th inst.:—
6.10 p.m. Drill at Headquarters. The following men only need attend: Pte. Field, Irvine, Latham, A. C. D. Logan, G. H. Logan, McBurn, Piggott, and Stapleton.

MOUNTED SECTION.

Monday, 15th inst.:—
5.30 p.m. At Jockey Club Stables. Dress: Drill order.

Thursday, 18th inst.:—
5.30 p.m. At Jockey Club Stables. Dress: Drill order without rifles.

SIGNALING SECTION.

5.30 p.m. Parade at Headquarters. Dress: Clean fatigues.

Tuesday, 16th, and Friday, 19th inst.:—
STRETCHER BEARER SECTION.

Tuesday, 16th inst.:—
5.15 p.m. Parade at Headquarters. RECRUITS.

Monday, 15th, and Friday, 19th inst.:—
5.15 p.m. All units except "D" Co. on Murray Parade Ground, under Sergt. Edmonds and Corpl. Grimes. Dress: Drill. Drill order.

ORDERS FOR CADET COMPANY BY 2ND-LIEUT. J. E. W. BEARD.

PARADES.

Monday, 15th inst.:—
5.15 p.m. Nos. 1 and 2 Sections at Headquarters. Squad drill.

5.30 p.m. Band practices at Headquarters.

Wednesday, 17th inst.:—
5.15 p.m. Nos. 3 and 4 Sections at Yamamati Football Ground, Squad drill.

5.30 p.m. Band practices at Headquarters.

G. E. STEWART, CAPT., Adjutant, H.K.D.C.

Hongkong, 12th April, 1918.

NOTICE.

SERGEANTS' MESS.

The quarterly meeting of the members of the Sergeants' Mess will be held in the Mess Room at 7 p.m. on Thursday, 18th inst.

Every member not on duty to attend.

HONGKONG POLICE RESERVE.

ORDERS ISSUED BY MR. F. C. JENKIN, C.B.E.

EQUIPMENT PARADES.

All ranks will attend at Headquarters once as detailed below. Men on duty on the dates allocated to their Sections will attend at such subsequent dates as are specified in these Orders.

Uniforms, caps and covers to be worn. Rifles, ammunition, truncheons, whistles, chains, armlets and belts to be produced for inspection by those in possession.

Absence from these parades will be summarily dealt with as a default. The first-named Section will attend at 8.15 a.m., and second-named Section at 4.45 p.m.:—

Tuesday, 16th inst.:—
Nos. 1 and 2 Sections.

Wednesday, 17th inst.:—
Nos. 3 and 4 Sections.

Thursday, 18th inst.:—
Nos. 5 and 6 Sections.

Friday, 19th inst.:—
Nos. 7 and 8 Sections.

Monday, 22nd inst.:—
Nos. 9 and 10 Sections.

Tuesday, 23rd inst.:—
Nos. 11 and 12 Sections.

Wednesday, 24th inst.:—
Nos. 13 and 14 Sections.

Thursday, 25th inst.:—
Nos. 15 and 16 Sections.

Friday, 26th inst.:—
5.15 p.m. All members of Nos. 1, 2 and 3 Companies who have been unable, by reason of duty, to attend on previous dates.

Men will be required to state the nature of all equipment in their possession which was issued before 1918 and is still serviceable, and all issued since January 1st, 1918.

BOOTS.

Members of No. 3 Company, the Ambulance Platoon and Buglers and Drummers whose names have been submitted as requiring boots for police duty may attend personally to the contractor, Fook Sing, 7, Queen's Road East.

SEABOARD SUPERVISORS.

Are again reminded that they are ordered to examine the book kept at Central, when reporting for duty, containing reports of property stolen, persons wanted, and serious crime.

By Order,
T. E. HOBBS,
A.S.P. (R.) and Adjutant

Hongkong, 12th April, 1918.

ST. JOHN AMBULANCE BRIGADE.

HONGKONG AND CHINA DISTRICT.

CORPS PARADE.

The Corps Parade announced for Sunday, April 14th, is postponed to Sunday, April 28th, at 9.30 a.m.

NO. 2 V.A.D.

Tuesday, April 16th:—
8 a.m. Squad and stretcher drill.

Thursday, April 18th:—
8 p.m. Squad and stretcher drill.

NO. 3 V.A.D.

Monday, April 15th:—
1.15 p.m. Recruit drill.

Tuesday, April 16th:—
1.15 p.m. Banding class.

Wednesday, April 17th:—
2.30 p.m. Band practice.

Thursday, April 18th:—
1.15 p.m. Recruit drill.

Friday, April 19th:—
1.15 p.m. Banding class.

Saturday, April 20th:—
2.30 p.m. Drill (trained members).

3.15 p.m. Drill (trained members).

NO. 4 V.A.D.

"A" and "B" Sections.

Monday, April 15th:—
4.30 p.m. Banding practice.

Thursday, April 18th:—
4.30 p.m. Banding practice.

Friday, April 19th:—
4.30 p.m. Banding practice.

(Sgt.) E. BARRAS
(District Supt. in charge of District).
Hongkong, April 12th, 1918.

Other Local News will be found on Page 6.

INTIMATIONS

LANE, CRAWFORD

AND COMPANY.

JUST TO HAND.

NEW ADVERTISEMENTS

HONGKONG JOCKEY CLUB.

NOTICE.

THE HALF-YEARLY MEETING of Members will be held on SATURDAY, the 27th April, 1918, at 12 o'clock Noon, at the Office of the JOCKEY CLUB on the Ground Floor of the HONGKONG CLUB ANNEX, Chater Road.

By Order,
T. F. HOUGH,
Clerk of the Course.
Hongkong, 13th April, 1918. (1899)

TO LET.

GODOWN in Wanchoi district, area 4,300 square feet, moderate rental.
Apply—
Box No. 403,
Care of "Daily Press" Office,
1891

NEWSPAPERS and PERIODICALS FOR OVERSEAS.

GRINDLAY & CO.,
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Jewish Chronicle or Fishing Gazette...	17 4 0
John Bull...	3 1 0
Ladies' Field...	2 13 0
Lady's Pictorial...	2 13 0
Lancet...	1 13 0
Land and Water...	2 4 0
Lloyd's News or Reynolds...	8 8 0
London Opinion...	13 0 0
Mining Journal...	2 2 0
Nation or New Witness...	1 10 0
News of the World or People...	8 8 0
Punch...	1 11 0
Skeleton...	2 13 0
Sphere...	2 13 0
Tatler...	13 0 0
Times, Weekly...	13 0 0
Truth...	1 13 0
Woman's Life or Home Notes...	1 10 0
Blackwood's or Contemporary...	1 10 0
Castle or Little Folks...	1 10 0
Captain or Chamber's Journal...	11 0 0
Grand or Royal...	11 0 0
London or Woman-at-Home...	11 0 0
Narrator or Storyteller...	13 0 0
Nineteenth Century...	1 16 0
Red Magazine...	17 0 0
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Windsor or Fashions...	12 0 0

Subscriptions being payable in advance, remittances should be sent with all orders.

FULL LIST CAN BE OBTAINED AT THE OFFICE OF THIS PAPER.

Passage booked to all parts of the World. Baggage unpacked, cleaned and stored. (1892)

THIRD LIBERTY LOAN.

THE Subscription List for the THIRD LIBERTY LOAN of U.S. \$3,000,000,000 carrying interest at 4 1/4 per cent. per annum closes in America on 4th May, 1918.

THE INTERNATIONAL BANKING CORPORATION is prepared to receive applications up to 25th April, on the following terms:—

5% on application.
20% on 31st May.
35% on 11th July.
40% on 8th August.

and will also grant loans against this security. (1880)

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction, on

MONDAY,

the 16th April, 1918, commencing at 11 A.M. at the Taihook Sugar Refinery (For Account of the Concerned).

133 BALES GUNNY BAGS (slightly damaged by fire and water).

543 BALES GUNNY BAGS (slightly damaged by water).

N.B.—Intending purchasers must obtain a pass to view the goods from the Undersigned.

Terms:—Cash on delivery.

GEO. F. LAMBERT,
Auctioneer. (1884)

THE COTTAGE SOMENOS, V.I. B.C. CANADA.

A HIGH-CLASS English Modern School for the Daughters of Gentlemen, with preparatory Class for boys.

Principal: Miss Young, assisted by Miss Geoghegan, R.A. and Miss M. G. Young, L.R.A.M., Asso. R.C.V., London, Eng.

Course includes Thorough English, French, Latin, Mathematics and Drawing. Extras: Music and Painting.

Further particulars from
CHARLES GERKEN,
St. Stephen's College, Hongkong. (1873)

INTIMATIONS

DOUGLAS STEAMSHIP COMPANY, LIMITED.

AN INTERIM DIVIDEND of 5% (\$4.00) per Share has been declared payable on the 15th instant.

TRANSFER BOOKS will be CLOSED from the 15th to the 18th instant, both days inclusive.

DOUGLAS LAFRAIR & Co.,
General Managers,
Douglas Steamship Co., Ltd.,
Hongkong, 9th April, 1918. (1873)

NOTICE.

UNION INSURANCE SOCIETY OF CANTON, LTD.

THE CERTIFICATE No. 3851 for 38 Shares Nos. 11410 to 11445 standing in the books of the Society in the name of FRANCISCO DE PAULA CEMBRANO late of Whitehaven, Middlesex, England, has been declared LOST and if at the expiration of one month from the date hereof the above document be not forthcoming another Certificate for the said Shares will be issued by the Society and thereafter no other will be acknowledged.

C. MONTAGUE EDE,
General Manager,
Hongkong, 10th April, 1918. (1879)

THE STEAM LAUNDRY CO., LTD.

APPLICATION has been made to the Directors of this Company to issue to WALTER DOUGLAS GRAHAM deceased a Duplicate Certificate or Certificates in lieu thereof upon the statement that the Original Certificate No. 208 for 100 Shares numbered 801 to 1000 and dated 22nd November, 1906, has been LOST or DESTROYED, AND NOTICE IS HEREBY GIVEN that if within 30 days from the date hereof no claims or representation in respect of such Original Certificate is made to the Directors they will proceed to deal with such application for a Certificate.

C. B. BROWN,
Secretary.
Dated 8th day of April, 1918. (1877)

THE DAIRY FARM CO., LTD.

APPLICATION has been made to the Directors of this Company to issue to WALTER DOUGLAS GRAHAM of Hongkong (deceased) a duplicate Certificate or Certificates in lieu thereof upon the statement that the Original Certificate No. 1909 for Shares numbered 28775 28834 and dated 11th January, 1909, has been LOST or DESTROYED, AND NOTICE IS HEREBY GIVEN that if within 30 days from the date hereof no claims or representation in respect of such Original Certificate is made to the Directors they will proceed to deal with such application for a Certificate.

M. MANUK,
Secretary.
Dated 4th day of April, 1918. (1860)

WANTED.

STENOGRAPHER, Male or Female. Status experience, salary required, and references. Apply—
Box No. 100,
Care of "Daily Press" Office.
1817

WANTED.

ENGINEER, with First-Class Certificate and many years' experience in China, is open for engagement. Reasonable Salary. Good References.

Apply—
Box No. 12,
Care of "Daily Press" Office.
1888

WANTED.

TWO MARINE ENGINEERS with shop experience to act as Workshop Foremen; also a Foreman Marine Miller-maker and a Foreman Ship Carpenter to take up duties in Shanghai. Address all communications to—
"Z.Y.X."
Care of "Daily Press" Office.
1883

WAI KEE.

FLAG & SAILMAKER,
No. 129, Des Vaux Road Central,
Top Floor,
HONGKONG.
Telephone No. 1833. (1887)

NOW READY.

THE DIRECTORY AND CHRONICLE

CHINA, JAPAN, STRAITS SETTLEMENTS, INDO-CHINA, PHILIPPINES, ETC.

1918

FIFTY-SIXTH ANNUAL ISSUE.

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TO LET.

No. 64, PEAK, FURNISHED, from July 1st, for four months. Tennis Court. Apply to—
C. E. H. BEAVIS,
8, Queen's Road. (1889)

TO LET.

RESIDENTIAL FLAT in Prince's Building.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd. 1876

TO LET.

COMMODOUS and well-fitted SHOP in Alexandra Buildings.
Apply—
SECRETARY,
A. S. WATSON & CO., LIMITED. (1882)

TO LET.

No. 3, CANTON VILLAS, Kowloon.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd. 1876

TO LET.

IMMEDIATE entry, Four very desirable SHOPS, situated in Ice House Street, opposite the Grand Hotel, recently reconstructed.
For rent and other particulars apply to—
THE MANAGER,
HONGKONG ICE Co., Ltd.,
40, Connaught Road Central. (1900)

TO LET.

OFFICES in York Buildings.
No. 1, MORETON TERRACE.
HOUSES on Shamen, Canton.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd. (1878)

TO LET.

A FLAT in Nathan Road, Kowloon.
FOUR-ROOMED HOUSES in Kowloon.
Apply to—
HUMPHREYS ESTATE & FINANCE Co., Ltd.,
Alexandra Buildings. (1828)

FOR SALE.

THE PARKER ROAD, 155, PEAK.
Apply—
DUNCAN CLARK,
Care of LANE, CRAWFORD & Co. (171)

FOR SALE.

"GALESEND" 109, The PARKER ROAD.
Apply—
C. H. GALE,
P.W.D. (1884)

NOTICE.

ANY EUROPEAN, Non-Asiatic, Indian desiring to leave the Colony should apply in person at the CENTRAL POLICE STATION between the hours of 9 A.M. to 1 P.M. and 2 P.M. to 4 P.M. daily.
Applicants will be required to produce Passports or identification papers.
All persons with certain exceptions who remain in the Colony for more than 7 days are required to register themselves under the REGISTRATION or PERSONS ORDINANCE 1912.
Forms of Registration giving the particulars required may be obtained at the G.P.O. and at all Police Stations.
The Penalty for non-compliance is a fine not exceeding \$50. (188)

DAIRY FARM NEWS.

SAUSAGES!

SAUSAGES!

A Variety to suit all tastes

OXFORD SAUSAGES

CAMBRIDGE "

POKE "

BEEF "

LIVER "

BOLOGNA HEAD CHEESE

BLACK PUDDING.

WHITE "

to. do. do. (1883)

INTIMATION

OUR GIANT LAVENDER TALCUM

Is rapidly becoming as popular as our well-known Lavender Water. Blend with the finest and So test Powder, is the Sweet-Fragrance of Lavender and the Effect on the Skin is Delightfully Cooling and Softening.



1-lb. Size Price \$1.00.

A. S. WATSON & CO., LTD.,

HONGKONG DISPENSARY.

TEL. 16.

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The Daily Press.

HONGKONG, 13TH APRIL, 1918.

CHINA AND CURRENCY REFORM.

The announcement that Baron SARATANI, Financial Adviser to the Chinese Government, is conducting a preliminary investigation in regard to currency reform recalls the recent hopeful speech of the Chairman of the Hongkong and Shanghai Banking Corporation on this subject. The fact that China is in financial straits and that, with silver at its present level, foreign capitalists are reluctant to invest in a fluctuating currency may have convinced the Government that the time has arrived at last for carrying out China's Treaty obligations in this matter. As long ago as 1908 it was proposed to include in the Treaty of Washington a clause binding China to do her share towards the introduction of a uniform system of coinage throughout the world (it is at the present day only in exceptional cases that the can maintain a uniform system throughout one province), and since then there have been many promises of reform, and many schemes for a national coinage, all of which have come to nothing, so we cannot feel sanguine as to the present prospects in this direction. Article II. of the Commercial Treaty of 1902 runs:—"China agrees to take the necessary steps to provide for a uniform national coinage which shall be legal tender in payment of all duties, taxes, and other obligations throughout the Empire by British as well as Chinese subjects." There are, however, so many Treaty provisions that she has either defied or disregarded that we do not suppose this one weighs heavy on her conscience. There is no need at this date to expatiate on the hopeless confusion of currency in China. Even if we confine ourselves to coinage proper, and disregard the complications caused by tael and by fictitious currencies, we find that there are at least a dozen kinds of dollars, and subsidiary coins in almost infinite variety, all differing slightly in relative value, circulating in the country. This was one of the problems that were to be solved, we were told, by the Revolution; the Republican Government was to institute a national coinage in which each denomination would bear a fixed value, but, so far, all that the Republic has done is to add two or three more types of dollar and a large range of subsidiary coins to the welter that existed before. Each province continues to make its own money, and the coins issued from the National Mint are only one among many competitors in the money market. The old test "Whose is this image and superscription?" will at once explain the cause of the present confusion and show the impossibility, in existing circumstances, of effecting any reform. The coins issued by the various provinces are evidence of the slight degree of authority exercised throughout the country by the Central Government; China has no national coinage because she has no national government—because the Central Government cannot enforce its authority throughout the provinces and insist on the cessation of coinage by the provincial mints—and the one essential condition precedent to any effective reform of China's currency must be the abolition of the semi-autonomy of the provinces and the welding of the whole land into one coherent State. Before order can be introduced into China's currency, it must first be established in the government of the land. It is sometimes objected that reform of the currency is impossible because China is bound to admit the coins of foreign countries into her system, but we doubt the validity of this argument. The foreign Powers are as much interested as China herself in the reform of her currency, as the existing chaos constitutes a real hindrance to commerce, and it may safely be assumed that, if China could give some real evidence of having taken effective steps towards the establishment of a uniform national currency corresponding with her Treaty obligations, the Powers would gladly facilitate the achievement of this end by agreeing to the exclusion of foreign coins. For the present, these foreign coins circulating in China are the only check against the wholesale debasement of the coinage, just as it is only the existence of a foreign element in the Customs and the Salt Gabelle that secures an incorrupt administration of these lucrative departments.

Mention of these two departments suggests one slight step in the direction of reform which might be easily accomplished and for which the present moment is peculiarly opportune. It is certain that whenever China does establish a uniform national coinage it will be on a dollar basis, and that the tael will have to be abolished. China has now, theoretically, a Government dollar, and we believe that the adoption of this as a recognized standard would be considerably facilitated if it were made the basis of Customs duties. The Haikuan Tael is purely an arbitrary basis, corresponding to none of the many monetary systems of China; it was adopted in the beginning as the only means of finding a standard which would be uniform in every port, but if it were now ruled that the Government dollar, containing a stated weight of silver, should be made the standard for Customs purposes, and the duties were fixed on this basis by the Tariff Revision Commission, one complicating element in China's monetary system would be abolished and considerable progress made towards the general recognition of the Government dollar.

During the 24 hours of Thursday eight cases of cerebrospinal fever—all of them Chinese—were notified in the Colony. The deaths numbered three. There was also one fatal Chinese case of enteric fever.

HONGKONG SHARE MARKET.

Messrs. Vernon & Smyth in their weekly share report dated April 12th, 1918, state:—

Since our last report of 5th April, our local market has been very quiet and inactive, with only a small volume of business passing, and prices mostly rather in favour of buyers. Investment stocks keep very steady, with very few shares offering. Shanghai market has been fairly brisk, but prices show no great change on last week. Singapore market for Rubber shares has been hardening all the week, and our cable to-day advises a firm market, and, as will be seen, considerably higher prices for most shares than have been quoted for some time.

The following are to-day's wired quotations:—

Ayer Panas	\$ 0.50
Glencairn	2.30
Kedahs	4.10
Kempas	8.00
Malacca Pindas	2.45
Malakoffa	4.50
New Serendubs	4.50
Panama	4.50
Sandycrofts	3.75
Tanahs	17.00

Plantation Rubber in London is quoted 2 1/4 per lb. Bar Silver is quoted 40 1/2. Sterling T. T. is 3/11. Singapore T. T. is 12 1/2. Shanghai T. T. is nominal at 70 1/2 and the Bank's buying rate for 30 days bills is nominal at 70 1/2.

BANKS.—Hongkong and Shanghai have come to business at \$200 and \$200, and at the latter rate there are further probable buyers.

MARINE INSURANCES.—Further sales of Unions have been made at \$800. Cargoes are in request at \$320, and Yangtzes at \$220 with exchange at 72.

North Chinas have improved their position, and have buyers in the North at \$225.

INSURANCES.—China Fires can be placed at \$133, and Hongkong Fires at \$203, but no business is reported.

SHIPPING.—Douglases have changed hands at \$74, and market closes steady. This Company has declared an interim dividend of 84 per share, payable on 18th inst. Indo-Chinas. Deferred have been a weak market and are on offer at \$150, although business is said to have been done at lower rates. The Preferred shares are wanted at \$22 1/2. Steamboats have been a very firm market, and price advanced to a cash rate of \$22 1/2; market is now rather easier, with buyers at \$22 1/2 for cash, and few shares offering. Star Ferries are unchanged, with sellers at \$22.

OILS.—Langkats have eased off a bit, and, after sales at Tls. 17 and Tls. 16 1/2, are now wanted at Tls. 16 1/2. Shells are nominal at 120/-.

Ural Caspians are in request at the reduced rate of 15/-.

RETIREMENTS.—Small business has been put through in China Sugars at \$81 and \$80, and they close with buyers at \$79 or rather over. Malabons were done at \$22 1/2, and \$22 1/2, and further shares are obtainable at \$22 1/2.

MINING.—Raubs are on offer at \$2.85. Kailans and Tronahs have buyers at 40/- and 22/- respectively.

DOCKS, WHARVES AND GODOWNS.—Hongkong and Whampoa Docks are somewhat lower, and as a result of a few selling orders, price has receded to \$120 for cash, after business done at \$121. Market closes steady with probable buyers at \$120. Kowloon Wharves found buyers at \$85, but have since weakened to a selling rate of \$84.

Shanghai Docks have further advanced, and after sales at Tls. 10 1/2 are wanted in the North at Tls. 10 1/2.

LANDS, HOTELS AND BUILDINGS.—Market has been very quiet, and the only sales reported are of Lands at \$34 and \$35, and at the latter price, we close steady. Centrals are nominal at \$30, and West Points at \$78. Humphreys could be placed at \$53, and Hotels at \$37.

COTTON MILLS.—Prices little change on the week, although a fair business has been done with the North. Ewos are rather higher, with Tls. 16 1/2. Kung Yiks are unchanged at Tls. 16 1/2.

Shanghai Cottons are slightly lower at Tls. 140, as are Yangtsepoos at Tls. 9.30.

MISCELLANEOUS.—This section has been very quiet. A small business has been put through in Cements at \$6.90, and in Tram at \$6.10. This, with small sales of Waterworks, comprises all the business reported.

China President has buyers at \$7.10, and Electric at \$49. Ices are in demand at \$215, as are Watsons at \$24. Powells have advanced to \$8 buyers. Hopes are on offer at \$20, and Peak Tramways at the reduced rate of \$7. Other items are all nominal at the quotations in the list.

Memo.—Next Settlement Day, 26th April.

Ticket 169 won the lot-bag and ticket 88 won the military brushes raffled in aid of St. Dunstan's Home for Blinded Soldiers and Sailors.

During the 24 hours of Thursday eight cases of cerebrospinal fever—all of them Chinese—were notified in the Colony. The deaths numbered three. There was also one fatal Chinese case of enteric fever.

"The Witness for the Defence," the thrilling play, by A. E. W. Mason, which is to be presented at the Theatre Royal on St. George's Day, opens in a tent in Rajputana, where the chief incident of the drama occurs and round which the whole engrossing story hinges, the curtain descending on a most vital and dramatic situation, leaving the audience in doubt as to the actual sequel. The rest of the play is given over to the unravelling of the absorbing story, giving scope for some very forcible situations and powerful acting. It is now proposed that the play shall commence at 8 p.m., and finish at about 10.30 p.m., at which hour a special theatre supper will be served in the Grill Room of the Hongkong Hotel. Those who have engaged tables for dinner can have same for the supper by arranging with the Hotel.

HONGKONG SHARE MARKET.

Messrs. Vernon & Smyth in their weekly share report dated April 12th, 1918, state:—

Since our last report of 5th April, our local market has been very quiet and inactive, with only a small volume of business passing, and prices mostly rather in favour of buyers. Investment stocks keep very steady, with very few shares offering. Shanghai market has been fairly brisk, but prices show no great change on last week. Singapore market for Rubber shares has been hardening all the week, and our cable to-day advises a firm market, and, as will be seen, considerably higher prices for most shares than have been quoted for some time.

The following are to-day's wired quotations:—

Ayer Panas	\$ 0.50
Glencairn	2.30
Kedahs	4.10
Kempas	8.00
Malacca Pindas	2.45
Malakoffa	4.50
New Serendubs	4.50
Panama	4.50
Sandycrofts	3.75
Tanahs	17.00

Plantation Rubber in London is quoted 2 1/4 per lb. Bar Silver is quoted 40 1/2. Sterling T. T. is 3/11. Singapore T. T. is 12 1/2. Shanghai T. T. is nominal at 70 1/2 and the Bank's buying rate for 30 days bills is nominal at 70 1/2.

BANKS.—Hongkong and Shanghai have come to business at \$200 and \$200, and at the latter rate there are further probable buyers.

MARINE INSURANCES.—Further sales of Unions have been made at \$800. Cargoes are in request at \$320, and Yangtzes at \$220 with exchange at 72.

North Chinas have improved their position, and have buyers in the North at \$225.

INSURANCES.—China Fires can be placed at \$133, and Hongkong Fires at \$203, but no business is reported.

SHIPPING.—Douglases have changed hands at \$74, and market closes steady. This Company has declared an interim dividend of 84 per share, payable on 18th inst. Indo-Chinas. Deferred have been a weak market and are on offer at \$150, although business is said to have been done at lower rates. The Preferred shares are wanted at \$22 1/2. Steamboats have been a very firm market, and price advanced to a cash rate of \$22 1/2; market is now rather easier, with buyers at \$22 1/2 for cash, and few shares offering. Star Ferries are unchanged, with sellers at \$22.

OILS.—Langkats have eased off a bit, and, after sales at Tls. 17 and Tls.

THE WAR.

THE GREAT FLANDERS BATTLE.

ALLIED TROOPS FIGHTING MAGNIFICENTLY.

CANADA'S WAR EXPENDITURE.

LINE ADVANCED IN PALESTINE.

Franco-Belgian Front.

EARLIER CABLES.

(THE ASSOCIATED PRESS'S AGENCY.)

BRITISH FRONT.

HEAVY FIGHTING.

LONDON, April 10th.

11.45 p.m.

Field-Marshal Sir Douglas Haig reports:—Following the bombardment already reported, the enemy this morning attacked in strength between Armentieres and the Ypres-Comines Canal.

There was heavy fighting all day in this sector, also on the whole front.

In yesterday's attack northward of La Bassée Canal the enemy northward of Armentieres pressed us back to the line Wytschaete—Messines Ridge—Ploegsteert.

The enemy, who forced his way into Messines, was driven out by counter-attack, after a prolonged struggle.

Southward of Armentieres the enemy established himself on the left bank of the Lys at certain points eastward of Estaires and in the neighbourhood of Bac St. Maur.

The enemy this morning crossed the Lave at Lestrem, but was driven out of the village and across the river by our counter-attack.

We maintained the position between Estaires and Giverny.

AERIAL OPERATIONS.

LONDON, April 10th.

11.00 p.m.

The mist yesterday morning hindered flying. When the weather improved our airmen bombed and machine-gunned the enemy on the new battle-front between La Bassée and Armentieres.

We brought down five enemy machines. Two of ours are missing.

LATEST CABLES.

FLANDERS BATTLE EXTENDING.

LONDON, April 11th.

Reuter's Correspondent at British Headquarters, telegraphing to day, states:—The great Flanders battle is steadily extending up the line.

The German advance in considerable numbers are supporting the attack.

The enemy yesterday was reported in the neighbourhood of Steenwerck.

Yesterday afternoon the artillery and trench-mortar activity heavily increased around Ypres as far as Passchendaele. We appear to be holding our counter gains about Messines.

DIRECTION OF LINE.

It is believed that at two o'clock this morning our line ran eastward of Ploegsteert village through Ploegsteert Wood, thence past St. Yves almost due northward and past Oostaverne, joining our old line near Holbeke.

The enemy last evening was attacking south of Holbeke and made a small gain of ground. Thus it will be seen that our front had assumed a very zigzag line, but nowhere had the Germans pushed beyond our battle-zone, notwithstanding his great weight.

Northward of Hill 80 the situation is reported unchanged.

Just before dawn we opened a heavy protective barrage upon the sectors upon which the enemy might be expected to attempt an advance.

The continued German inactivity south of Arras looks as if they are awaiting the result of the Flanders offensive before further developing their plans.

Between the Scarpe and the Somme the enemy aircraft are watching our movements—as far as our airmen allow them.

EARLIER CABLES.

TROOPS FIGHTING MAGNIFICENTLY.

LONDON, April 11th.

10.30 p.m.

Reuter's Correspondent at British Headquarters, telegraphing yesterday, states:—This morning the Germans were reported to be in the village of Messines and Ploegsteert Wood, although probably only in small numbers.

The enemy obtained a footing at Estaires this morning, but is reported to have been driven out later.

Our troops are fighting magnificently, and are well supported by the artillery. The enemy employed at least eight divisions.

At Spearhead the enemy assault was at the centre of the Portuguese front.

THE FIGHT FOR GIVERNY.

Owing to the thickness of the weather considerable numbers of Germans trickled through whilst the alarm was being given. Consequently, we were attacked in the rear as well as by dense waves frontally. The Portuguese, who were forced to retire, bravely fought a rearguard action and averted a serious menace at this point, but the retiring movement became inevitable.

Giverny, which is valuable tactically, was captured by the enemy. Our counter-attack drove him out, but this was not in sufficient numbers to withstand the oncoming waves, and early in the afternoon the Germans re-carried Giverny.

It was just before dark when the Fifty-fifth Division, consisting mainly of Lancashire Territorials, made a fine charge, again restoring Giverny.

To-day there has been little disposition for further attack along the southern flank of yesterday's thrust, and the battle is setting northwards. The Germans are shelling all the towns and villages a long way back, also the roads, with steady insistence, employing to the utmost their great hauls of artillery on other fronts.

GERMANS DRIVEN FROM MESSINES.

The low visibility is still handicapping our airmen.

We are fighting against great odds. We know the enemy has declared this to be the decisive offensive, and we must be prepared for a continuance of heavy blows so long as he is able. The enemy certainly has gained tactical successes, but strategically he has accomplished nothing. We are very slowly giving ground here and there under the pressure of dense masses. I am glad to be able to conclude with the news that our indomitable troops have driven out the enemy from Messines.

LATEST CABLES.

FIFTY-FIFTH DIVISION CONGRATULATED.

LONDON, April 11th.

The Press Bureau announces:—Field-Marshal Sir Douglas Haig has congratulated the Commander and all the officers and men of the Fifty-Fifth Division on their splendid fighting on Tuesday, especially at Festubert and Giverny.

EARLIER CABLES.

PORTUGUESE SUFFER TERRIBLE BOMBARDMENT.

LONDON, April 11th.

5.15 a.m.

Correspondents at the Front emphasize the magnificent British defence in ceaseless fighting for thirty hours against heavy odds. They give details of the resistance of the Portuguese, whose front the Germans first endeavoured to break. The British officers attached to the Portuguese are of opinion that the German bombardment of the Portuguese exceeded anything seen on the Somme, extending far behind the second line.

The Portuguese held on to their smashed front line, some outposts fighting to the last man. The main body of the Portuguese fought stubbornly on the second line till the enemy's "shock" troops forced their way to La Ventie, where it was difficult to take a stand, and the Portuguese had suffered terribly. Their guns were well served, and though some had to be abandoned, as the teams could not be taken through the barrage, and some of the battery crews had been wiped out, the survivors destroyed the breach-blocks, leaving scarcely any serviceable pieces.

Some Portuguese gunners attached to the British heavy batteries stuck to it most gallantly, according to the British gunners, while the body of Portuguese infantry held out at Lacouture till two in the afternoon, their commander refusing to retire. Then the Germans charged them with the bayonet and few survivors came back. When the Portuguese were forced back in the centre the weight of the German attack fell on the Fifty-Fifth British Division on their right, where the high ground at Giverny covered the enemy. The Lancashire Territorials, who had been rushed in to battle from their billets, refused to give up the hill and withstood every shock with machine-guns and grenades in ding-dong fighting against ceaseless German waves all day and night. With Giverny taken and retaken, we found the Lancashire in the morning undaunted, agile, and still barring the way.

GERMAN CLAIMS.

LONDON, April 10th.

11.45 p.m.

A wireless German official report states:—Between Armentieres and La Bassée Canal we attacked the British and Portuguese. We took the first line, 6,000 prisoners and about one hundred guns.

A wireless German official report this evening states:—We penetrated the English lines astride Warneton.

LATEST CABLES.

FRENCH FRONT.

ENEMY DETACHMENT DISPERSED.

LONDON, April 11th.

A communiqué states:—Our artillery was active at night-time between Montdidier and Noyon.

Our fire dispersed an enemy detachment in the region of Orvillers and Sorel before it reached our lines.

An enemy attack on our advanced posts east of Souain, in Champagne, was repulsed after a lively engagement.

An enemy attempt at the Forest of Apremont failed under our fire.

Two enemy aeroplanes were brought down yesterday by our machine-gun fire.

EARLIER CABLES.

ANGLO-FRENCH REPORTS CREATE GOOD IMPRESSION.

PARIS, April 11th.

The British and French communiqués yesterday afternoon created a good impression in the Lobbies. M. Painlevé emphasized the excellent collaboration of the French leaders. He thought the most recent German movements were merely preventive, the enemy realising the hopelessness of great projects.

VIOLENT ARTILLERY DUEL.

PARIS, April 11th.

A communiqué states:—North of Montdidier and in the region of the Oise Canal the artillery duel was violent. We captured thirty prisoners in last evening's fighting.

The Near East.

LATEST CABLES.

(THE ASSOCIATED PRESS'S AGENCY.)

OPERATIONS IN PALESTINE.

LINE ADVANCED.

LONDON, April 11th.

A Palestine official report states:—Our troops westward of the Tulkarm-Tamrah Railway advanced the line on a five-mile front to the depth of one-and-a-half miles, capturing the villages El Kef and Rafat. Our prisoners included a few Germans.

RECAPTURE OF JERUSALEM A PRACTICABLE POSSIBILITY.

AMSTERDAM, April 11th.

General Ardenne, writing to a British soldier newspaper, says the tide is likely to turn in Syria and Palestine. The recapture of Jerusalem is a practicable possibility.

General.

LATEST CABLES.

(THE ASSOCIATED PRESS'S AGENCY.)

CANADA'S WAR EXPENDITURE.

OTTAWA, April 11th.

In the House of Commons, Sir Robert Borden stated that the war expenditure of Canada hitherto has been \$336,000,000. The expenditure for the current year is estimated at \$316,000,000, including \$445,000,000 for military expenditure, of which \$225,000,000 will be expended abroad, while \$330,000,000 will be spent on the construction of trans-Atlantic merchantmen.

THE VERSAILLES WAR COUNCIL.

LONDON, April 11th.

In the House of Commons, Mr. Bonar Law stated that Major-General Sackville-West has been appointed Acting British Military Representative on the Supreme War Council at Versailles, in place of General Rawlinson.

REDUCTION OF SUBMARINE VICTIMS.

LONDON, April 11th.

The reduction of the sinking of merchantmen is associated with the German offensive. It is recalled that von Hindenburg tacitly admitted the failure of submarine warfare when he assured the Socialist Delegation at Berlin a few weeks ago that the offensive in the West was certain of success and that it would cost 400,000 German lives, but that peace would come in August. This is in striking contrast with von Hindenburg's army order issued in February, 1917, when he said that the submarine offered the best means for a speedy ending of the war.

It is pointed out in London that 200,000 British troops crossed the Channel in ten days. Since the resumption of the offensive it is believed that Germany's submarine efforts are decreasing owing to the concentration of labour and material on the land offensive, while the work of the British Navy is having the effect of destroying submarines at twice the rate of a year ago.

EARLIER CABLES.

GERMANY AND INDEMNITIES.

Zurich, April 11th.

The German demand for indemnities has been revived. Minister Saydowitz, speaking at Dresden, said that the war cannot end in a friendly agreement and must be fought to a finish, bringing Germany the fruits of victory. Her enemies must pay indemnities, otherwise the peace-breakers would begin again.

THE SILVER MARKET.

LONDON, April 11th.

The silver market is steady.

THE MAN-POWER BILL.

MR. ASQUITH'S SPEECH.

LONDON, April 10th.

Mr. Asquith said that a proposal of conscription for Ireland had already been twice considered and twice deliberately rejected by the late Government, because it was convinced the disadvantages outweighed the purely military advantages. He regretted that Ireland refused to accept conscription. The Irish view was perhaps difficult to appreciate, but in a free Empire we must take the people as they are.

Proceeding, Mr. Asquith instanced Australia, whose devotion to the cause of the Empire was undisputed. Australia had given her children and her resources to every theatre of the war unstintingly and with a free heart, yet they would not have conscription, although urged by all energetic and robust politicians. Twice she was consulted and twice she refused. Even had they the power, none would dream of asking the Imperial Government to impose compulsion upon Australia.

Mr. Asquith urged that the Government would be guilty of terrible shortsightedness when the Convention had completed its labours to impose compulsion on Ireland.

MR. BONAR LAW.

Mr. Bonar Law said the evidence showed that the Germans were going to throw everything into this attack. If unsuccessful to-day they would try again to-morrow. If they failed to-morrow, they would try again month after month. He was of opinion that, unless the casualties were much heavier than expected, the most critical time would be the end of May or June. We already had been compelled to put into the battle-line men with less than four months' training. What we are doing now might make the difference between victory and defeat, and the Government intended by every means to conscription in Ireland.

He said the Government was at stake, when the tide of the Empire was at stake. The Government had said we could not ask Ireland to help us, that would have been the end of Home Rule. (Cheers.) Irish conscription would make a difference in the military strength which compelled the Government to face the consequences. There would be a much larger number of men than the ten divisions mentioned by Sir G. Cave, K.C. We are not asking Ireland to do anything which was not asked of the citizens in every belligerent country. The delay was a proof that the Government had been anxious to deal honourably and fairly with Ireland. We are not going to alter the decision. (A Nationalist interrupted: "Neither are we.") If the people of the country think we are making a mistake, we will do our utmost to give our loyal support to any other Government in carrying on the war.

MR. JOHN DILLON.

Mr. John Dillon said that the military authorities hoped from the Bill could not in any way redress the recent military setbacks. He was opposed to raising the military age. The Prime Minister said that in the recent battle the German infantry were barely equal to ours and were much inferior to us aerially. Therefore, the explanation was not want of men. The explanation of the defeats was the system of promoting officers. The attempt to impose conscription of Ireland would destroy the hopes of an Irish settlement in the future. Irishmen no longer trusted the Government's pledges, and he challenged the Government to ask an Irish politician, contending that John Dillon, said Belfast would vote as heavily against it as Mayo and Roscommon. He would propose that, in Committee the Government concede counter-objection, as he was of opinion that in the end of concession the Bill would not be further opposed.

AMENDMENT DEFEATED.

An amendment on the second reading of the Man-Power Bill, declaring that the Bill diminished the Naval and economic power of the nation without adding a commensurate military strength, was rejected by 321 votes to 100.

BILL PASSES SECOND READING.

The Man-Power Bill passed its second reading by 323 votes to 100.

CONCLUSION OF DEBATE.

The closing stage of the debate on the Man-Power Bill was marked by lively scenes.

When Sir Auckland Geddes rose the Nationalists clamoured for Mr. Duke, and after some minutes' turmoil Sir Auckland Geddes was allowed to speak. He emphasised the necessity for the Bill, incidentally paying a tribute to the French conscription. He said that the French conscription was a tribute to the French conscription. He said that the French conscription was a tribute to the French conscription.

Sir Auckland Geddes appealed to discharged soldiers to volunteer again. The only alternative to the Bill was to let the Army down which the country would never do.

GENERAL GOUGH BITTERLY ATTACKED.

The gravity of the happenings in France had a restraining influence on yesterday's debate, but there were outbursts of passion on the part of the Nationalists, notably Mr. John Dillon, who bitterly attacked General Gough, whom he accused of involving the Irish Divisions in disaster on three separate occasions. He declared that conscription in Ireland would open up another war front, which would spread to the United States and Australia and wherever the Irish race were found.

Captain Redmond, speaking from his father's old place, said the Government were going to realise the German calculation of civil war in Ireland.

Mr. Asquith's speech was eagerly awaited. He took the middle course of condemning conscription in Ireland as inexpedient, but not saying a word against the justice of the proposal. The House cheered him, but it also cheered Mr. Bonar Law's reply proclaiming the Government's firm resolve.

LATEST CABLES.

BALLON.

LONDON, April 11th.

A new balloon of the Amalgamated Society of Engineers has been voted in favour of the Government's coming-out proposal by 58,000 votes to 46,322.

MRS. AND MILITARY SERVICE.

In the House of Commons, Mr. John Hope urged that all Members of the House of Commons who were militarily eligible should be called up.

Mr. Beck replied that the War Cabinet had decided that Members of the House of Commons had the choice of serving in the Forces or remaining in the House of Commons. In view of the fact that a Tribunal held that a Member of the House of Commons was elected in order to do work of national importance, this option would be continued.

EARLIER CABLES.

RUSSIAN AFFAIRS.

LONDON, April 11th.

A wireless German official report states:—Our troops who landed at Hango in Finland have occupied the railway station at Koris.

GENERAL NEWS.

Petrograd, April 10th.

Thirty destroyers, 40 submarines and 50 transports remaining at Helsingfors have been disarmed, as it was impossible to evacuate them.

Three battleships from Helsingfors are expected at Kronstadt this evening.

The former Russian ice-breaker Volynets and the Finnish ice-breaker Tarmo landed a small German force at Lovisa, between Helsingfors and Viborg.

It is reported that a German squadron with several transports is nearing Lovisa from Reval. The Germans will doubtless advance northwards and cut the railway between Helsingfors and Viborg.

RUSSIA'S LOSSES BY PEACE TREATY.

Petrograd, April 11th.

A report, read before the Commission of Commerce, summarizes Russia's losses as a result of the Brest-Litovsk Treaty as follows:—

780,000 square kilometres of territory.
55,000,000 inhabitants, or 32 per cent. of the total population.
21,000 kilometres of railways, or one-third.

73 per cent. of the total production of iron.
80 per cent. of coal.
263 sugar refineries.
19 cloth factories.
574 breweries.
193 tobacco factories.
1,685 distilleries.
244 chemical factories.
515 paper mills.
1,000 machine factories.

The territories that will henceforth be German are expected to yield a revenue of 845 millions of roubles. They housed 1,800 savings banks.

SITUATION AT VLADIVOSTOCK.

TOOK.

COURTEOUS PROTEST AGAINST LANDING.

Tokyo, April 11th.

The Soviet of the Municipality of Vladivostok, in a courteous protest against the landing of Japanese troops, promises to arrest the offenders, who are burglars. The Maximalists are not hostile to Japan.

The Soviet has issued a proclamation to the workers on the danger of hostility against Japan.

QUIET PREVAILS.

Vladivostok, April 11th.

The town is quiet and trouble is not anticipated.

The landing of British Marines on April 5th was watched by the crowds in silence.

FRENCH SHIPPING.

LONDON, April 11th.

The French arrivals during the week were 1,045 and the sailings 1,045. Of the sinkings two were above 1,000 tons. One vessel was unsuccessfully attacked.

TYPHOON WARNINGS.

The following telegram has been received by the American Consulate-General, Hongkong, from the Manila Observatory:—

9 a.m., April 12th.
Cyclone or typhoon E. of the Southern Visayas or Northern Mindanao, moving W.N.W.

11 a.m., April 12th.
Cyclone or typhoon E. of the Visayas Islands, inclining northward.

ARMED ROBBERY AT WEST POINT.

A Chinese woman, living at 24, Clarence Street, West Point, has reported to the Police that at about 11 o'clock on Thursday night, eight men entered her house. Two of the men were armed with revolvers, and the other six with daggers. The inmates of the house, who numbered eight, were held up, and gagged. The robbers then broke open several boxes and got away with money, jewellery, and clothing to the value of £218.70.

MILITARY BANK DIVIDEND.

The local manager of the Mercantile Bank of India, Ltd., has received cables advising that the Bank has declared a final dividend on the "A" and "B" shares of 6 per cent. less tax, making 12 per cent. for the year, together with a bonus of 2 per cent. less tax. The sum of £50,000 has been added to Reserve, and £50,000 has been carried forward.

SPORT.

ASSOCIATION FOOTBALL.

LONDON, April 11th.

The South China Athletic successfully negotiated one of their hurdles last Saturday against the 87th Company. To-day's game will possibly settle the result of the 2nd division for if the Chinese win they cannot be displaced from the head of the league, but they must obtain both points to make their position secure. If the gunners are at full strength and profit by last week's experience it is quite possible that they will win, in which case the Athletic will be down for decision on Saturday next, will be probably the most interesting and exciting game of the local football season.

The weather just now is ideal for football, although by the time these lines are in print we may be experiencing another heat-wave. The ground being in a soft condition makes control of the ball much easier. The changed conditions in a measure accounted for the sensational victory of the 88th Company R.G.A. over the Staff and Departments on Wednesday, for while the gunners appeared to be in their element, the Staff were quite lost, and some of them spent much of their time on the ground, apparently being without studs or bars. They had rather a weak team out, too, but it was not weak enough to account for the severe defeat they suffered.

The Middlesex Reserves, being unable to raise a team, have scratched to St. Joseph's and the South China Athletic, forfeiting 16 points. The soldiers' first eleven meets the Navy in the Hongkong League to-day, when the teams play for four points instead of meeting twice. The result will not concern the leaders, but will decide whether the Navy or Army is to be at the bottom of the League. The winner will rise to third place, pushing the Club next to last. It will be the last first division match of the season.

Football followers will have plenty of choice to-day, for, in addition to the senior match, there are three second division matches, and, while the South China Athletic, St. Joseph's and the R.E. Reserves will be generally expected to win their respective games, the result of any of them is by no means certain and all should be worth watching.

TO-DAY'S MATCHES.

HONGKONG LEAGUE—DIVISION I.

Navy v. Middlesex Regiment—Club Ground. Kick-off, 4.30 p.m. Referee, Mr. Tucker (for four points).

DIVISION II.

Kowloon v. Royal Engineers Reserves—Navy Ground. Kick-off, 4.30 p.m. Referee, Mr. Byrne.

South China Athletic v. 87th Company R.G.A.—Club Ground. Kick-off, 3 p.m. Referee, Mr. Black.

Staff and Departments v. St. Joseph's College—Navy Ground. Kick-off, 3 p.m. Referee, Mr. Atwell.

HONGKONG LEAGUE—DIVISION II.

TABLE TO DATE.

Club. P. W. L. D. Goals. P.

88th Co. R.G.A. 15 11 2 3 51 14 85
S. China Ath. 14 11 1 2 25 6 34
R.E. Reserves 15 7 2 6 35 10 32
St. Joseph's 14 7 6 1 24 16 45
Staff & Dep'ts 15 6 9 3 20 10 15
Kowloon 15 5 7 3 26 27 13
87th Co. R.G.A. 15 6 8 1 17 24 15
83rd Co. R.G.A. 16 4 11 1 19

LOTS FOR ANNEXATION OF MONTENEGRO.

EXPLOITING COUNTRY'S SORROW FOR GAIN.

HOPE OF FEDERATION OF SLAV PEOPLES.

There is probably no country in Europe—certainly none of the Allies—of which so little is known by the average Englishman as Montenegro. It is the smallest of the Allied States, having a population of 460,000, composed of simple soldier and peasant folk, living under primitive conditions and in this small country has a history and a record for bravery and independence which never fail to appeal to British people whenever they are presented to them.

Unfortunately, Montenegro is unrepresented diplomatically, and therefore, has no voice in England. Thus, in this pact, she has been the victim of injustice and a prey to Austrian intrigue, of which this war has furnished some startling instances. Hemmed in by the acts of a hostile diplomacy, she has been deprived of her position to-day, expansion. What is her position to-day, after having given her all in the present war? Evidently, it is most deplorable. Under the heel of Austria, her inhabitants are dying of starvation in the mountains; practically all her natural leaders have been deported to Hungary, where they have been interned and are suffering hunger; families are separated, knowing nothing of each other's existence; the King is in exile, the Government temporarily established in Paris, where it is watching, anxiously, the course of events. But, at least, it is the rallying-point for national interests.

MODEST AMBITIONS. Montenegro, none the less, has not lost hope that her powerful Allies will see her wrongs righted. She turns especially to Great Britain and America. But alas! her enemies are not wholly from without. She has to face an element, akin to her, that attacks her insidiously.

This situation was dealt with recently in a conversation which Mr. Haidoukovitch, Minister of War and of the Interior, accorded to a *Daily Chronicle* representative.

His Excellency began by saying that he was much pleased to make the position of his country clear to English-speaking people. Montenegro's aspirations were both modest and legitimate. They include, he asserted with emphasis, no scheme to annex the territory of others but simply to restore to the country the frontiers torn from her in 1878. The effect of that, he rocks and deprives her of natural development.

"Restore to her," he said impressively, "her full and natural seaboard and such territory as will afford her a reasonable chance of economic and industrial development."

Mr. Haidoukovitch pointed to a map which was before him and remarked that the fact that it gave Montenegro a new and enlarged coastline, a territory which included the military frontier of the Adriatic, was a great advantage. Montenegro extends from the Drin, Albania (to the south of Scutari), to the Neretva and Drina, which form the northern boundary of Herzegovina. There is a slight rounding-off of the extreme north of Montenegro into Serbian territory.

Another rectification would give Montenegro its old seaboard on the Adriatic, now demarcated by Dalman. Such a restoration would double the area of Montenegro and give her a chance of industrial expansion. Petroleum wells and iron mines exist along the Vrisarar-Antivari line in the neighbourhood of Lake Scutari. If and when Montenegro gains her proper contour, her mineral wealth will be vastly increased by the deposits existing in her new (and former) territory.

Coming to the present state of Montenegro, the Minister expressed regret that certain self-appointed representatives of the Jugo-Slavs, together with some Serbians, had exploited the sorrows of his country and seen in them an opportunity for aggrandisement. These persons were plotting for nothing less than the annexation of Montenegro.

"I use the word 'chique' in connection," continued the Minister, "for in no sense are these plotters representing either Montenegro or Serbia, in whose interests they are presumably acting. But the peoples of Montenegro and Serbia are brothers and only desire to live in perfect harmony. No nation wishes more ardently than Montenegro to see Serbia with an outlet to the sea and a proper territorial adjustment and none believes firmly than she in the federation of the Slav peoples. King Nicholas has worked for it for 40 years. But that does not satisfy these misguided persons, against whom I wish solemnly to warn the English people."

"AN INFAMOUS FACT." "You must remember that the infamous Pact of Corfu—the adjective is not too strong—which seemed so innocent in its declarations, deliberately advocated the absorption of my country, without the slightest reference to the wishes of her people or even of the Serbians. It is apparent that any general appeal to the people of these two countries is impossible in present conditions with so many in exile and the remainder in the grip of Austria."

"Such English people as approved the pact do not realise its import. It was engineered by this clique of which I speak, which had received no mandate from anybody. Montenegro is a constitutional country and proposals of this sort must be made through the Skupstina. Again, how could a handful of persons represent two or three millions of Jugo-Slavs in Austria? The object of this arrangement was to establish an empire of Croats, Slovenes, Serbians and Montenegrins under the rule of a Kara-georgievitch. This is imperialism with a vengeance! Again, if the monarchy is to be the link for this new nation, let it be a Petrovitch, with a reigning tradition of several hundreds of years, rather than a newly-established line such as the Kara-georgievitch."

"We shall never consent to such a project. Its character is seen when it is realised that Montenegro is disorganised

(Continued at foot of next Column.)

HOW GERMANY DUPED OUR FOREIGN OFFICE.

STRIKING REVELATIONS.

[FROM THE "MORNING POST," WASHINGTON CORRESPONDENT.]

Papers, which have come into the possession of the Attorney-General of the State of New York, prove conclusively how Germany profited owing to the laxity of the blockade under the direction of the Foreign Office, and it is no exaggeration to say that if the Navy had been unimpeded and the blockade had been enforced by the Navy and not by the Foreign Office, Germany before this would have been brought to her knees. It is the fact that the seas, although technically closed, were open to Germany between 1914 and 1916 that she was able to prolong the war.

THE BOLO INVESTIGATION.

When the French Government asked the Washington Government to investigate the intrigues of Bolo Pasha in America, the inquiry was conducted by the Governor of New York through Mr. Lewis, the Attorney-General of the State. The investigation resulted in the arrest and internment as dangerous alien enemies of Hugo Schmidt, agent in America of the Deutsche Bank; Adolph Pavenstedt, then partner in a prominent New York importing house; and Eugene Schwerdt, who came to New York early in August, 1914. The arrest of Schmidt led to the seizure of his papers, which showed that for two years Germany had been able to get wool, gate, and other raw materials from British firms, and cotton and similar essential articles from the United States.

Mr. Lewis has permitted the *New York Times* to examine some of the Schmidt papers, and it is these documents which disclose the facts. Almost immediately following the outbreak of war the German Government formed a secret organisation of banks and business houses to obtain raw materials in the world's markets. Schwerdt, who had been agent in Belgium for a British South African wool exporter, arranged with American concerns composed of Germans to buy wool from his principal, which was shipped to New York and paid for through a New York banking house by drafts on London, the New York bank being reimbursed by Schmidt.

SHIPMENTS THROUGH NEUTRALS. After arriving in New York the wool was transhipped to European neutrals, and by them sent to six of the leading woolen firms of Germany. It is not necessary to give the names of the intermediaries, banks, and other persons, although they all appear in the *New York Times*. So smoothly were the German plans working that as early as December, 1914, a credit of \$25,000 was established in a South African bank to be drawn upon by the British export through the London branch of a New York bank. In the following month, Schmidt, bought domestic wool in the United States valued at \$19,000, which was consigned to a firm in a neutral European country in February.

Another shipment of Cape wool was made which was insured in New York for \$110,000, and in March, 2,000 bales of South African wool purchased for the account of the Gubener Hat Manufacturing Company, of Berlin, were plainly referred to in the Schmidt papers, as intended "for war uniform purpose."

This last purchase required a further credit in South Africa of \$50,000, which was arranged by the Deutsche Bank instructing a New York bank to negotiate sight drafts of the British export through its London agency, thus being ostensibly purchased by an American concern with a German name for the use of European neutrals.

MILITARY CLOTH. Schmidt's records show many other shipments of wool "for military cloth." Schmidt, however, was not consuming his energies solely to procuring wool. In January, 1915, he was negotiating through Calcutta firms for jute, and this memorandum among his papers attests to the successful conclusion of a transaction: "Jute from Calcutta for New York Credit on London. To Black and Son."

Black and Son were a New York concern, another of Schmidt's intermediaries, and when the jute arrived in New York it was shipped to a Scandinavian port and thence to Meissen, in Germany. Through the same channels many other shipments of jute were made to Germany. There are scores of entries in the Schmidt papers relating to cotton, huge quantities of which went to "innocent" neutrals, but which was bought with German money for German war purposes. Some of the cotton went via Italy and Switzerland to Germany, but most of it was shipped to Rotterdam and Gothenburg. Every one knew the ultimate destination of this cotton; that is, every one except the Foreign Office, which, despite protest, stubbornly refused to interfere and tied the hands of the Navy. Schmidt's systematic habit of putting everything in writing shows that the Germans got a dose of their own medicine. A German-owned munition factory in Sweden, Schmidt discovered, was selling 90 per cent. of its output to the Japanese, who in turn sold it to the Russian Government for use against the German Armies in the East. The *New York Times* quotes the Attorney-General as saying that the papers he allowed to be seen are only a small part of those in his possession, but they are enough to prove that Germany was able to get what she needed from her enemies. However, the blockade is now effective, and the fact that Germany is out off from the sources of supply is indicated by the news that is coming out of Germany now.

and the elite of the nation is in exile. Is this the moment for such an attack? I repeat that Montenegro has a strong and vital sympathy with her Serbian brothers and desires for them, as for herself, a happy, free and extended existence. She will never cease to protest against the intrigues of political propagandists who try, apparently, to sow seeds of discord between the two sisters—Montenegro and Serbia."

(Continued at foot of next Column.)

ARMADA OF DECOYS.

A DUMMY FLEET.

The amazing and jealously guarded secret of how a British squadron of 19 wooden-hulled battleships, armed only with wooden guns, deceived the Germans for seven months in the North Sea, and decoyed them into the Dogger Bank disaster is now disclosed here for the first time (says the *Daily Express* Correspondent at New York).

The story is told by an officer of the Royal Naval Reserve who was actually on board the "flagship" of the squadron, and the *New York Times*, in giving the astonishing narrative to the world, describes the conception and execution of this idea of the "Suicide Fleet" as the "biggest trick" of the war.

A brief foreword states: "British censors kept the secret of the dummy fleet until a few days ago, when a cablegram brought word that the Admiralty no longer objected to publication of the facts."

The officer-eye-witness story follows: "From a White Star liner to the flagship of the British 'Suicide Squadron' the grey armada which never mounted a single gun nor fired a shot, yet patrolled the North Sea, keeping the German Navy huddled behind its minefields and played an important role in the battle of Dogger Bank—this was my experience in doing 'my bit' for the Allies."

No such colossal war-jest has been played on an enemy since the days of the Trojan horse. The British Admiralty lured the German Navy with mysterious manoeuvres of a wooden squadron, some of the vessels made of barn lumber, and the Germans were completely baffled for months by the unexpected number of their enemies.

MOCK TURTLES.

The wooden ships, without a single real weapon aboard—British Navy men called them "mock turtles"—helped Britannia to rule the waves during the first year of the war, and the Germans never once suspected that they were aught but what they seemed. The foe did not catch on to the joke even when one of their submarines sank a dummy at the Dardanelles, where it was serving as a mail ship for the Allied fleets.

They announced and rejoiced that "a British battleship of the class was sunk by one of our submarines," although the huge guns and turrets of the Dreadnought floated for days!

I never dreamed that I was going to serve in the flagship of the squadron. The whole secret came to me through the company depot officer when he offered to transfer me to that service. I accepted, and was ordered to report for duty at a tiny Scotch town on the North Sea.

The "special service squadron" made an appalling show of fighting strength as it lay at anchor in the little land-locked harbour which was its base, and I wondered if the tale that they were dummies were not a farce for the consumption of spies.

Never have I seen warships with appearance more genuine. Grey monsters they were, with double turrets fore and aft, from which great guns protruded, wicker masts with cross-arms, and gaunt naval bridges towards the bows, striped funnels, and anti-aircraft guns, and range-finders pointed in every direction.

All of them had steam up, as if ready to dash to sea. Not in my twenty years at sea have I gazed on a more formidable squadron if the eye alone were judge.

LOOK FOR GUNS.

On board, the joke was evident at once. The fighting turrets were little wooden barns, with bare rafters inside. The great guns were logs, graduated from a sawmill, tapered and bored in exact imitation of naval cannon.

Not a single gun aboard. We could not have sunk a rowboat. The deck was covered with tightly stretched canvas, painted grey, to represent the smooth steel deck of a man-of-war, so that reconnoitring aeroplanes would be deceived.

Antiquated merchantmen of about 9,000 tons burden, unfit for sea traffic in ordinary times, were the material out of which the Admiralty constructed the squadron. The flagships, however, was a better bottom than the others.

The ironical part of her history was that she was a captured German boat, the *Kronprinzessin Cecilie*. Serving in dummy warships did not mean that our duties and discipline were sham-like. The same rigid system prevailed as in the vessels we were made to libel. Gun drills were our only immunity. The men had to drill with lifeboats and race with the crews of other ships when in port. At specified intervals we all had to effect a landing on a supposedly hostile shore and charge up a hill in life-belt and collar. Even in the heavy equipment, we fat fellows had a tough time of it, always reaching the top too jaded to hurt a toad and too late to serve even as reinforcements to our comrades.

THE COMMANDER.

Commodore Haddock, who commanded the squadron, had been for years before the war captain of the White Star liner *Olympic*. He was assisted by both merchantmen and naval officers, the latter directing the manoeuvres of the squadron.

We never knew where we were going or where we were when out of sight of familiar landmarks. Like other squadrons of the British Navy, we were continually joining and quitting the Grand Fleet, where it lay at its base ready to dash to sea at any moment.

It was the men of the Grand Fleet who named us the "Suicide Squadron," for them it was no small thing to venture upon the sea unarmed and defenceless in the path of the submarines' legitimate prey. Sometimes, upon quitting the main fleet, we left one or more of our own squadron and brought out an equal number of the "real boys," exactly like them.

The Grand Admiral of the British Navy on board a dummy flagship sounds like German satire, but it was a fact on one occasion. When we learned that Sir John Jellicoe was coming with his steel

(Continued at foot of next Column.)

MEAT WINDFALL.

AMERICAN FOOD SAVER'S SURPRISE OFFER.

What food-saving means to America—and Great Britain—was shown in a pithy speech at a Rotary Club luncheon at the Holborn Restaurant, recently, by Sir William Goode, liaison officer between the British and American food administrations.

"I have never seen live men so far apart as Lord Rhonda and Mr. Hoover work better together," he said. "The American people are now asked to observe for our sakes—on Tuesdays, Mondays and Wednesdays, a meatless day, and one meatless and one wheatless meal every day."

"Can you wonder that the following poem is having wide circulation?"

My Tuesdays are meatless.
My Wednesdays are wheatless.
I am getting more catless each day.
My home it is heatless.
My bed it is sheetless.
They're all sent to the Y.M.C.A.
The bar-rooms are traitless.
My coffee is weedless.
Each day I get poorer and wiser.
My stockings are feetless.
My trousers are seatless.
My! How I do hate the Kaiser!

"At the beginning of last month Mr. Hoover called the Ministry of Food, saying he found that in consequence of his conservation campaign he had 150 million pounds of bacon and twenty-five million pounds of frozen meat above what our own representatives in America had estimated as likely to be available. 'Could we take it?'

"The offer was so unexpected that we had to hustle to get the finance and the shipping for this windfall. If it were not for the hold-up of shipping in American ports due to the congestion of American railways and the dockyards our bacon and meat shortage would already have been eased by these fine shipments."

Arrived at a flagship to inspect our poor, benighted dummy, we grinned.

The entire crew was drawn up at attention on the deck when the admiral's launch touched at our companionway. On the off deck he stopped and turned to the group of officers behind him, addressing our commodore. "What ship do you represent, sir?" he asked quickly.

"The *Ajias*, sir," replied Haddock. "Then that boat doesn't belong there, sir," returned Jellicoe, pointing to a small stiff suspended amidsides.

In some embarrassment the commodore ordered it to be removed immediately. Jellicoe turned his attention elsewhere, and finally after expressing approval of the dummy as a whole, departed. One could hardly realise that we were the most harmless ships afloat in those troubled times and that the effective weapons aboard the leader of the battle line consisted of two toy rifles, which their owners kept for sea birds!

"Whenever we put to sea a fast steam yacht always went ahead to scout for us, and many times during the season months in which I served in the dummy fleet we had summering alarms from the scout but never a close call."

NEWS FOR BERLIN.

But some of our movements were reported in Berlin, although our identity or fraudulent appearance was not known or disclosed.

So, when the German Admiralty frequently announced during the summer of 1916, "Our naval scouts sighted a squadron of British warships which fled at our approach," the neutral world, well knowing the British naval traditions, smiled at Teutonic simplicity. That tale was regarded as merely one of the many circulated by official Germany for home consumption.

But it was probably true, although the Germans themselves knew no more than the rest of the world that those British vessels declined battle because they couldn't fight.

In the battle of the Dogger Bank it took the Admiralty themselves to discover what we really did in the spanking of Germany's prize squadron. David Beatty's famous squadron of battle cruisers, led by the *Lion* at that time the last word in naval achievement, was inside Harwich or thereabouts, and not discernible to scouts in or over the North Sea.

The dummy fleet was manoeuvring about one hundred miles north of that point, in easy view, and experts deduced that the German scouts saw us and reported the way clear for another raid on the English coast. When the Germans came out, Beatty appeared at uncomfortably close quarters and offered them a better sport, for which they seemed to have little relish. In the running fight that followed the *Blucher* met her doom. Her anchor locker before the discomfited veterans reached their minefields.

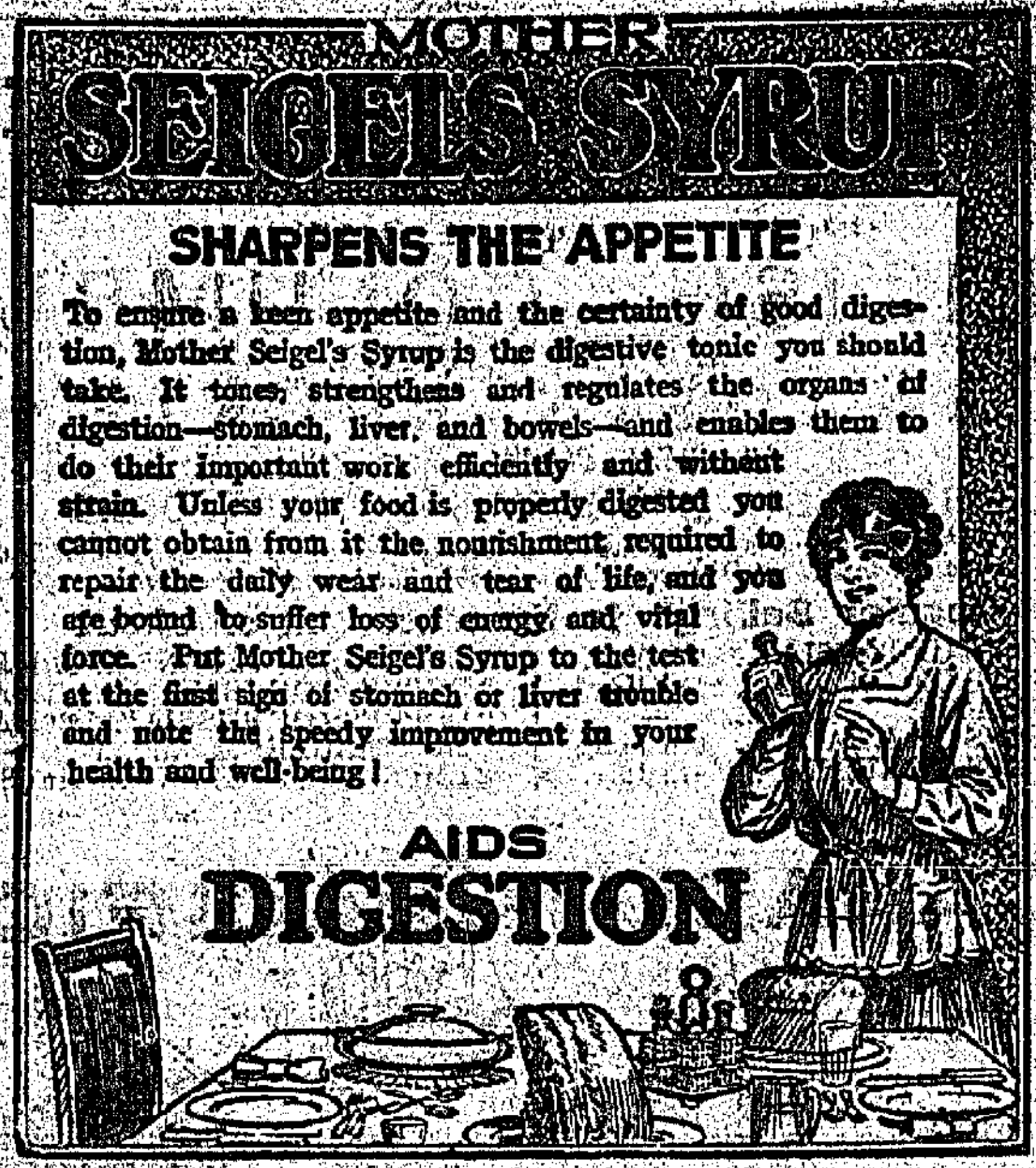
WORLD-PACE.

Two of our dummies attained world notice, and even then nobody guessed that they were not real ironclads. One was detached for foreign service, and with one small gun set up on her deck, was ordered to relieve a cruiser then hanging off Nantucket. The real war vessel was sent away upon business that evidently required real guns.

Another dummy was sunk, and thus indignantly gave "comfort" to the enemy, although her loss hardly affected the odds on the sea. It was after this special service squadron had been discontinued that "No 14" came to grief. The remainder of her consorts had been permanently interned at Belfast.

Before disbanding, however, we were told that the Admiralty considered the dummy fleet a success, inasmuch as the Dogger Bank episode was in part our "spoils."

There is no official authority for the theory, it is possible that the Germans, when they reported having sunk the British battleship *Agamemnon*, referred to the dummy ship "No 14." At any rate, the sinking of the *Agamemnon* was denied by the British, and the Germans, undoubtedly thought, "No 14" was a real war vessel—at least for a day or so after they torpedoed her.

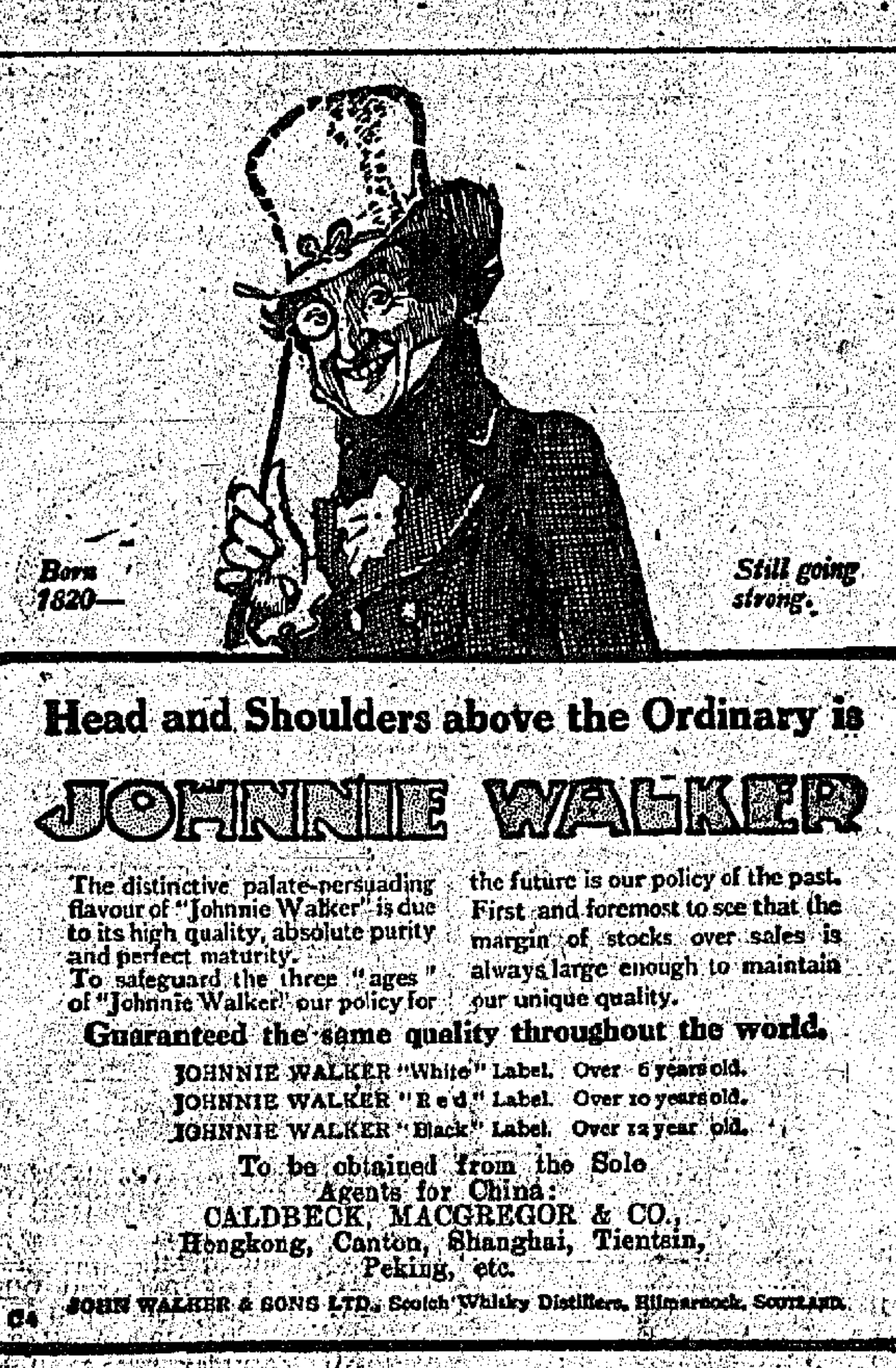


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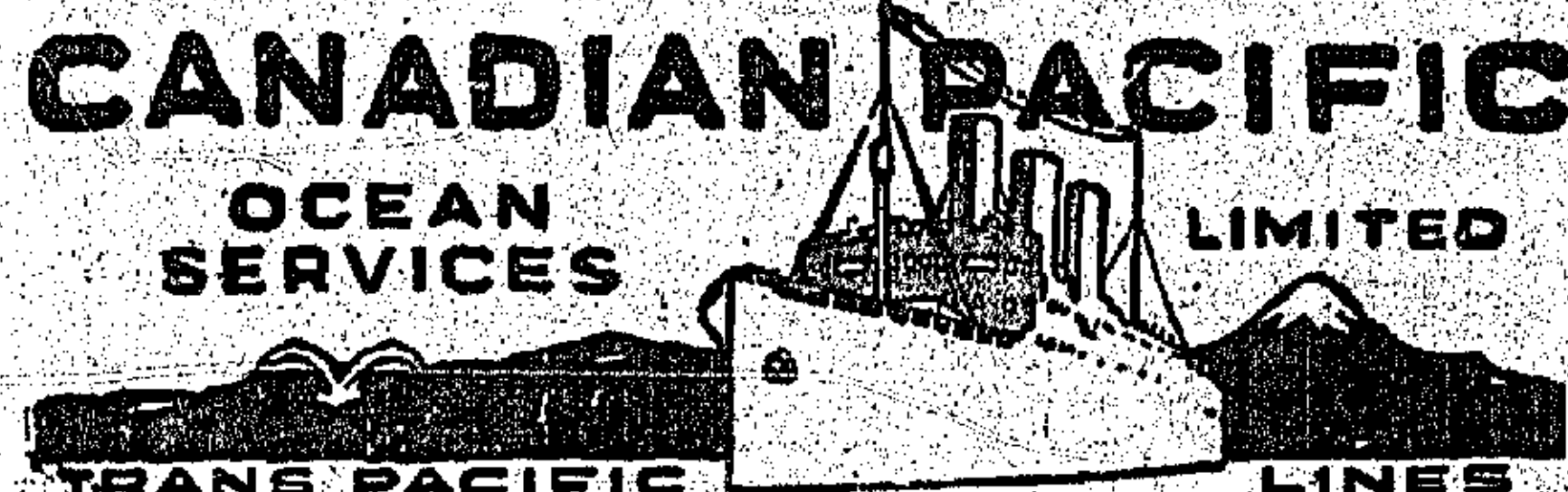
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Kowloon.	Pingyang.	Songchin.

HONGKONG AND ITS DEPENDENCIES, MALACCA, FRENCH INDO-CHINA.		
Hanoi.	Annam.	Tourane.
Haiphong.	Hue.	Saigon.
Tonkin Provinces.	Quinhon.	Cambodge.

PHILIPPINES.		
Manila.	Iloilo.	Cebu.

BORNEO.		
Sarawak.	Labuan.	British North Borneo.

MALAY STATES.		
Perak.	Selangor.	Pahang.
Negeri Sembilan.	Johore.	Kedah.
Kelantan.	Trangganu.	Perlis.
Singapore.	Penang.	Malacca.
Prov. Wellesley.		

STRAITS SETTLEMENTS.		
Batavia.	Samarang.	Padang.
Buitenzorg.	Gourabaya.	Macassar.
East Coast of Sumatra.		

UNCLAIMED TELEGRAMS.

The following unclaimed telegrams are lying in the Great Northern Telegraph Company's office at Hongkong:
Address: From
Blanco, Hongkong Hotel (C)... Shanghai
Tsunghing, c/o Chingning... Shanghai
Yoyenla... Shanghai
Tah Chong Ring... Shanghai
Chow Yilla, 24, Elgin St... Shanghai
Yukuan... Kobe
Chan Lai Ying, c/o Hotel China Kobe
Wan Chen Fat, c/o Yungwah
No. 117, Tackford... Shanghai
Kwong Wing Loong... Shanghai
Yongnan... Yokohama

CHURCH SERVICES.

St. John's Cathedral, Hongkong.
Sundays after Easter, 14th April, 1918.
Holy Communion (7.50 a.m.) Morning (11 a.m.)
Responses, Psalms, Venite, Alooche, Psalms, Robinson; To Deum, Sancti, Pater and Sancti (11.15 a.m.); Benedicite, Baryb; Hymns, 140 and 197. God Save the King, A.B.—Psalm 1, verses 1, 2, 12, 13 and 20 in unison; Hymn 197, verses 1 and 5 in unison.
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INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transhipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS en route, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

For particulars of sailings shippers are requested to apply to the undersigned.

THE BANK LINE, LIMITED.
Managing Agents.

"ELJERMAN" LINE.

(KLEPPNER & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, HONOLULU AND STRAITS

TO
UNITED KINGDOM AND CONTINENT.

Steamers proceed via Suez Canal or Cape of Good Hope at Owners' option.

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THE BANK LINE, LIMITED.
General Agents.

C. N. C.
CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR STEAMERS TO SAIL

SHANGHAI "SUNGKIANG" On 14th Apr. D'light
WEIHAIWEI and CHEFOO "FENGTIEN" On 15th Apr. D'light
AMOI and SHANGHAI "SUNNING" On 16th Apr. 10 A.M.
TIENTSIN "KUEICHOW" On 18th Apr. Noon.

SHANGHAI LINE—PASSENGERS, MAILS and CARGO.
Excellent Saloon accommodation, Amidships Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong and Shanghai, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

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TELEPHONE 36

Agents

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HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First Class Passengers, Electric Light and Fans in staterooms and Saloons and Excellent cuisine.

FOR

SWATOW, AMOY AND FOOCHOW

AND RETURN.

(Occupying 9 to 10 Days).

"KAIHONG" ... Capt. J. W. Evans ... SUNDAY, 14th Apr. at 10 A.M.
"KAITAN" ... Capt. A. E. Rodgers ... FRIDAY, 19th Apr. at Noon.

Arrivals and Departures from the Company's Wharf (near Main Pier).

For Freight and Passage, apply to—

DOUGLAS LAFRAIR & CO.,
General Managers.

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

REGULAR SERVICE BETWEEN

CALCUTTA STRAITS, SHANGHAI AND JAPAN PORTS.

EASTWARD

WESTWARD

The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a daily qualified surgeon.

For Freight or Passage apply to

DAVID SASSOON & CO., LTD.
Agents

P. & O. S. N. CO.

ROYAL MAIL SERVICE

UNDER CONTRACT WITH HIS MAJESTY'S GOVERNMENT
TO

MARSEILLES AND LONDON,

TAKING PASSENGERS AND CARGO TO
STRAITS, COLOMBO, INDIA, AUSTRALASIA, EGYPT, &c.

Steamers	Leave Hong Kong	Connecting Mail	Due at Marseilles	Due at London
to	from	Str. from Colombo	1917	1917
Colombo	from	Str. from Colombo	1917	1917

When Passengers change Steamers at COLOMBO.

Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

On the Australian Route Tickets interchangeable with Orient Line.

SAILINGS DIRECT TO

SHANGHAI, MOJI, KOBE AND YOKOHAMA.

S.S.

Leave Hong Kong about

Passengers may travel by Railway in Japan between Ports of Call free of charge. Return Tickets are available by Messageries Maritimes Company.

INTERMEDIATE STEAMERS

(Non-Transshipment),

IN ADDITION TO THE ABOVE MAIL STEAMERS,

WILL LEAVE DIRECT FOR

MARSEILLES AND LONDON,

Calling at SINGAPORE, PORT SWETENHAM, PENANG, COLOMBO AND PORT SAID.

CARRYING 1st AND 2nd SALOON PASSENGERS AT REDUCED RATES.

Proposed SAILINGS:

STEAMERS	Leave Hong Kong about	Leave S'pore about	Due at Marseilles about	Due at London about
The Intermediate	Service is	Temporarily	Suspended.	

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

All Cabins are fitted with Electric Fans free of charge and each Berth furnished with an Electric Reading Lamp.

Around the World Tickets and Through Tickets to New York in connection with the Principal Mail Lines.

Return Tickets at face and a half available to Europe for Two Years or to Intermediate Ports for Six Months.

Owing to the War in Europe Steamers and Sailing dates are liable to be cancelled or altered without notice.

NOTICE TO CONSIGNEES.

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.

Any damaged packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs. GODDARD & DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the goods have left the Godowns.

For Further Information, Passage Fares, Freight, Handbooks, Dates of Sailing, etc., apply to

E. V. D. PAHR,
Superintendent.

NIPPON YUSEN KAISHA.

(JAPAN MAIL S.S. CO.)

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

DESTINATION	STEAMER & DISPLACEMENT	SAILING DATES
SHANGHAI, KOBE & YOKOHAMA	KAGA MARU 12,400 tons HIBANO MARU 16,000 tons	Wed. 24th April 11 A.M. THURS. 25th April 11 A.M.
NAGASAKI, KOBE & YOKOHAMA	AKI MARU 12,500 tons TANGU MARU 13,500 tons	SAT. 30th April 11 A.M. SAT. 18th May 11 A.M.
SHANGHAI, MOJI & KOBE	BOMBAY MARU 8,000 tons CEYLON MARU 10,000 tons	Tues. 23rd April Mon. 29th April

LONDON or LIVERPOOL via SINGAPORE, PENANG, COLOMBO, DELAGOA BAY & CAPE TOWN ...
MELBOURNE via MANILA, ZAMBOANGA, THURS. IS, TOWNSVILLE, BRISBANE & SYDNEY ...
NEW YORK via SHANGHAI, KOBE, YOKOHAMA, SAN FRANCISCO & PANAMA CANAL ...
BOMBAY via SINGAPORE, MALACCA & COLOMBO ...
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KOREA MARU	18,000	FRI. 24th May
SIBERIA MARU	18,000	SAT. 8th June
TENYO MARU	24,000	THURS. 20th June

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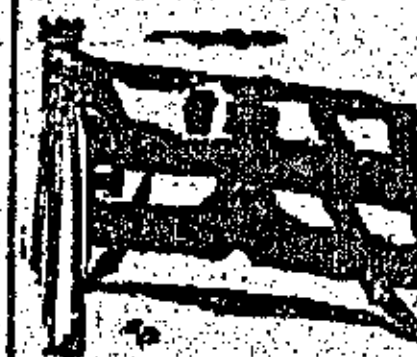
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(SUBJECT TO ALTERATION).

North American Line FOR VICTORIA, SEATTLE AND TACOMA, via SHANGHAI, MANILA, NAGASAKI, MOJI, KOBE, AND YOKOHAMA.

"MANILA MARU" ... MONDAY, 29th Apr. at 3 P.M.
"OSIAGO MARU" ... MONDAY, 5th May at 3 P.M.

NORTH AMERICAN LINE—This line maintains a regular fortnightly service between Hongkong and Japan, touching at intermediate ports in Japan. Overland cargo taken on through Bills of Lading for U.S.A. and connections are made at Pacific coast ports with the Chicago, Milwaukee and St. Paul Railway.

SOUTH AMERICAN LINE—Every three months the steamer proceeding to Rio de Janeiro, Santos and Buenos Aires, via Singapore, Mauritius, Durban and Cape Town.

AUSTRALIAN LINE—Monthly service between Japan and Adelaide, calling at Auckland, N.Z., Sydney and Melbourne.

BOMBAY LINE—Fortnightly service for Bombay calling at Singapore, and Colombo. At present this line's steamers maintain cargo only.

JAVA LINE—Monthly service for Java ports calling at: Manila, Sandakan and Macassar. Booking for passengers and cargo to the ports.

FOR SAILING DATES AND FURTHER PARTICULARS REGARDING

PASSENGER OR FREIGHT APPLY AT OFFICE.

FORMOSAN LINE—For Tamsui, Keelung and Anping, Takao, via Swatow and Amoy.

"KALIO MARU" ... SUNDAY, 14th Apr. at 10 A.M.
"JOSEPH MARU" ... MONDAY, 15th Apr. at 9 A.M.
"AMAKUSA MARU" ... SUNDAY, 21st Apr. at Noon.
"SOBU MARU" ... THURSDAY, 25th Apr. at 8 A.M.

These Formosan Lines will arrive at and depart from the SOON YIP WHARF, near the Harbour Office, and while the steamer is alongside the wharf Telephone No. 76 will be fixed.

For FURTHER INFORMATION, apply to—

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